

AUTOSPORT

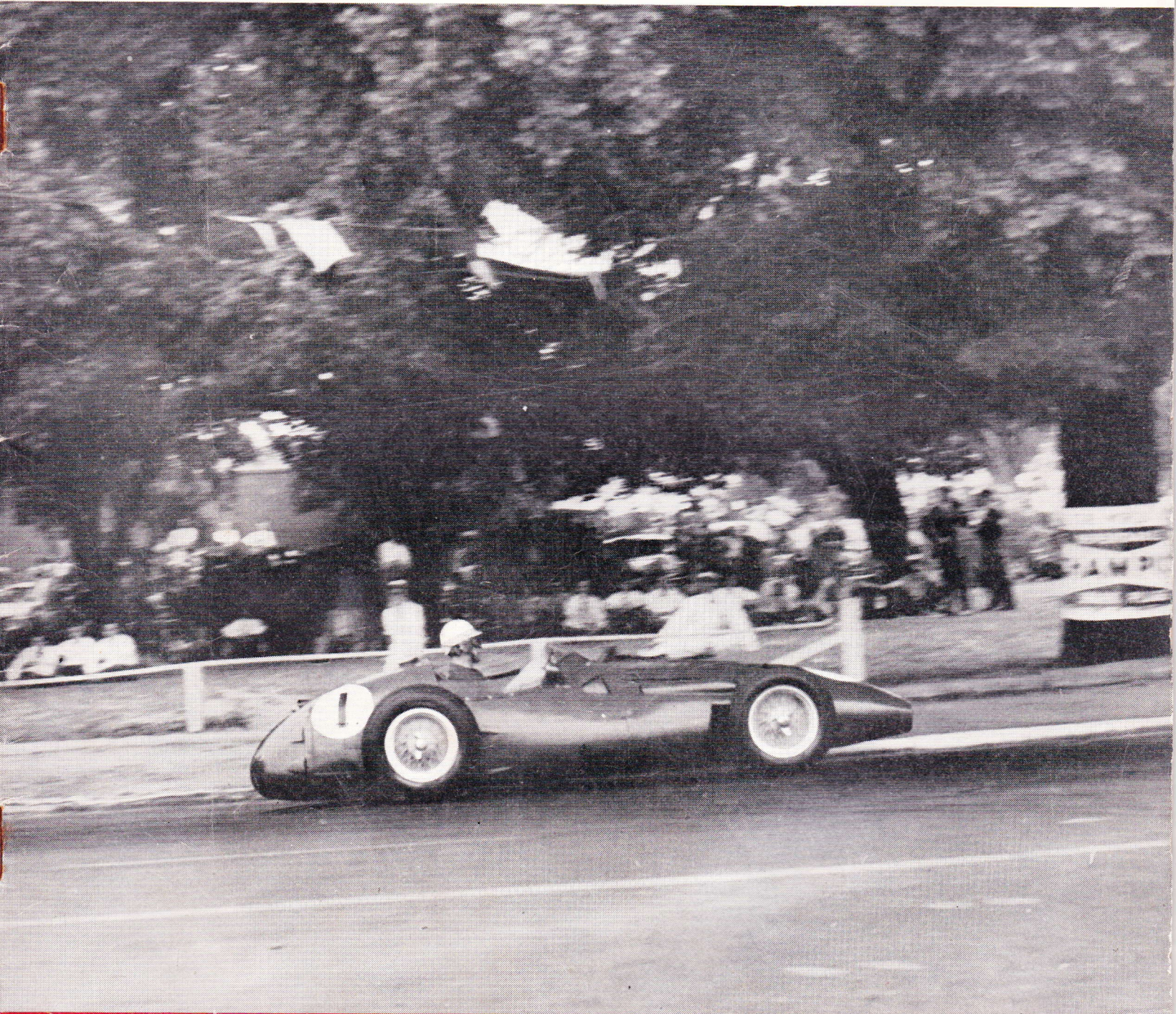
DECEMBER 14, 1956

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EVERY FRIDAY

Vol. 13 No. 24

BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

THE AUSTRALIAN GRAND PRIX - FULL REPORT : JOHN BOLSTER TESTS THE 2.4 JAGUAR
IDEAS FOR CHRISTMAS GIFTS : THE CASE HISTORY OF THE MASERATI : PENN PORTRAIT

RAC **CERTIFIED**

STANDARD ECONOMY

really means something

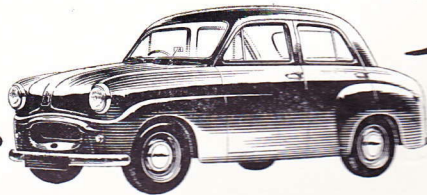
STANDARD EIGHT

Petrol consumption:

46.26 m.p.g.

at 33.46 m.p.h. average

Basic Petrol Allowance: 6 gals. This provides for 277½ miles per month



STANDARD TEN

Petrol consumption:

41.85 m.p.g.

at 35.65 m.p.h. average

Basic Petrol Allowance: 6 gals. This provides for 251 miles per month



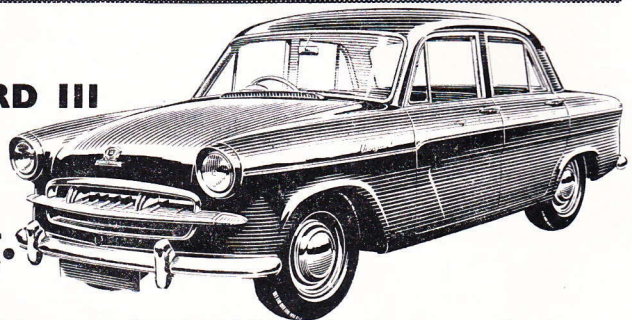
STANDARD VANGUARD III

Petrol consumption:

34.53 m.p.g.

at 37.5 m.p.h. average

Basic Petrol Allowance: 9½ gals. This provides for 328 miles per month



WHAT R.A.C. CERTIFIED TESTS MEAN

These M.P.G. figures were established by the R.A.C. with ordinary production models under normal "owner driver" conditions. No special preparations or driving methods

were allowed. The cars, selected at random from the assembly line by the R.A.C. were run in and then tested over a long and varied route (i.e. London to Penzance and return) under constant R.A.C. supervision.

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 13 No. 24 December 14, 1956

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CONTENTS

	Page
Pit and Paddock	754
Sports News	755
Portrait Gallery, No. 61—David Piper	757
John Bolster Tests the "Two-Point-Four" Jaguar	758
The B.R.D.C.'s Big Night	761
The Christmas Tree—Ideas for Seasonal Gifts	762
Moss's Easy Win in Australian G.P.	766
Case History of the Maserati, Part I, by Norman Smith	770
Correspondence	776
Cork 20 Hour Rally	778
Penn Portrait, No. 2—Mervyn Kearon	779
Club News	780
Book Reviews	784

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EDITORIAL

PLEASURE MOTORING

SURELY it is about time that that stupid term "pleasure motoring" vanished from our vocabulary. Nowadays the private car is an essential part of the general travelling arrangements for several hundred thousand people, and the comparatively few drivers who motor merely for "pleasure", do so because normal public transport is often so utterly inconvenient. In any case, there is very little pleasure to be derived on our antiquated roads, for the improvement of which motorists and motor-cyclists have contributed countless million pounds, a fraction of which has been used for this vital purpose. In permitting a basic petrol ration, the Government knows full well that the country's economy depends to a large extent on the vast income from all motoring sources. Once again the unfortunate vehicle owner has to pay up, this time by a very large increase in the cost of fuel to keep his transport on the road. He will, of course, do this if he can, for it is extremely difficult to sacrifice entirely the amenities of our modern way of life. One should, of course, pity the many thousands of people who depend on personal transport for their livelihood, and now find it threatened through the inability to obtain sufficient petrol for their needs. Mr. Aubrey Jones, Minister of Fuel and Power in Her Majesty's Government, has observed that the increased tax and rise in price are only temporary measures which will be rescinded so soon as the fuel crisis is over. Let us hope that this indeed will be the case, for the Government of the day, no matter which political party it represents, is always tempted to retain sources of revenue on the slightest excuse. The unfortunate road-users know this full well!

THE "MONTE"

WITH petrol rationing due to start on Monday, the desirability of competing in the Monte Carlo Rally was recently discussed at length by members of the British Monte Carlo Rally C.C. They were 100 per cent. unanimous that no application should be made, or even considered, for a supplementary allowance. France, on the other hand, is in a different position, for Mr. Aristotle Onassis has offered to replace immediately any fuel necessary for running the event. Naturally this would make a vast difference to the politics of the "Monte", and it is more than likely that the French Government will accept, on the grounds that there is no intention to stop "tourisme" entirely during the present restrictions. From Monaco's point of view, cancellation of the rally would mean a huge loss of revenue from the large influx of visitors to the Principality during the "off-season". It would also result in loss of publicity for a large proportion of Europe's car and components manufacturers.

OUR COVER PICTURE

RACING IN THE 1956 OLYMPIC CITY: Frenchman Jean Behra takes the long-nosed "Monza"-type works Maserati, fitted with 3-litre engine, through Jaguar Corner, during the Australian Grand Prix in Albert Park, Melbourne. He finished second to his team-mate Stirling Moss.

PIT and PADDOCK

PETER COLLINS, on acquiring a scooter, learnt that his licence does not cover two-wheelers, and consequently he will have to ride with "L-plates".

EVENING newspaper reporter, interviewing Ron Flockhart at the B.R.D.C. dinner-dance, asked him seriously whether or not he drove in the kilt.

PUBLIC schoolboys were given a lecture last Saturday at Mill Hill School by the Editor of AUTOSPORT on sports car racing, and by John Bolster on the technicalities of Grand Prix racing. Both were bombarded by questions afterwards.

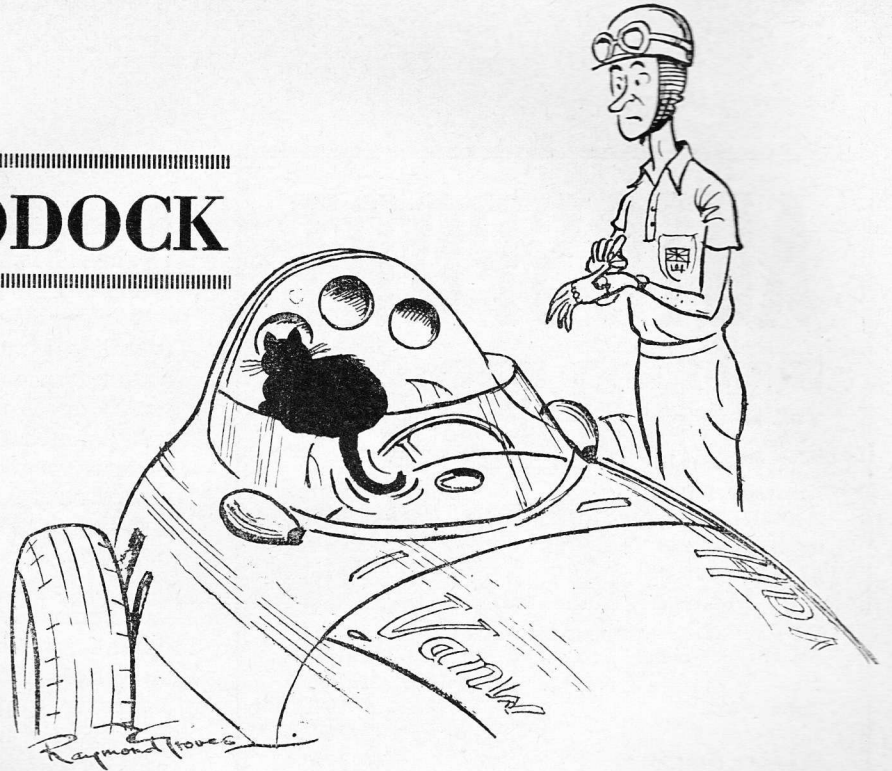
MORE than 150 guests, including several motor racing personalities, were entertained at a private party held by Simon and Mary Gore at their home in North-West London last Saturday.

LATEST version of the 750 c.c. four-cylinder sports Osca has been undergoing endurance tests at Monza, driven by Cabianca, Sgorbati and Luigi Mantovani. What a nice little V8 1½-litre engine Osca could make for Formula 2 from their potent little "750". . . .

THE projected Monza 500 Miles Race in Indianapolis style will actually constitute three heats, their combined distance totalling approx. 500 miles. The driver who gains the best aggregate of places in these heats will be the outright winner.

EDDIE AND LANCE PERKINS, who won this year's Mobilgas Round Australia Trial, will leave Melbourne by air on 1st January for London, to represent their country in the Monte Carlo Rally. Their car—a Volkswagen—is already on its way by sea.

OWING to the petrol situation and the postponement of the R.A.C. Trials Championship, the British Trials Drivers' Association have decided to postpone their Annual Dinner, which was to have been held at Buxton on 15th December. No future date has yet been fixed.



THE works Aston Martins will not be competing in the Argentine 1,000 kms. race, nor the Sebring 12 Hours, next year.

"GIGI" VILLORESI, still in hospital after his unfortunate accident during the Rome G.P., is now reported to be progressing favourably.

TRACK-TEST report of a British Grand Prix car by John Bolster will appear shortly.

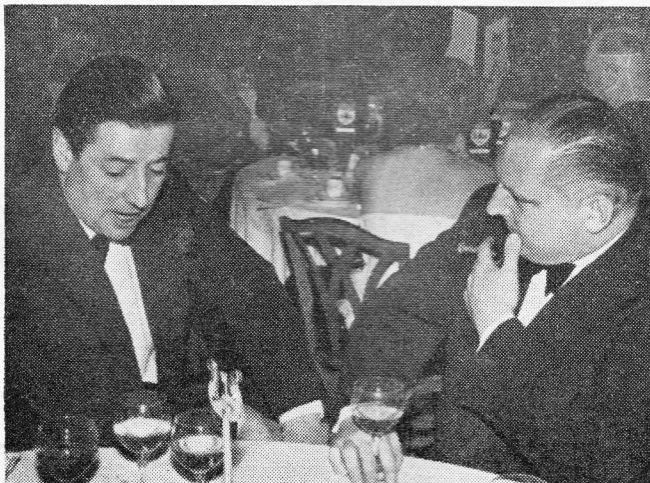
MASERATI'S new 12-cylinder 2½-litre engine may make its first race appearance in the Argentine G.P. in January.

IN their Sportsman of the Year ballot, the *Daily Express* ask the public to nominate the sportsman or sportswoman who, in their opinion, has "done most this year to raise the prestige of British sport". In the list of outstanding "possibles" printed in the newspaper, motor racing drivers include Stirling Moss and Peter Collins. You can add your vote for either, or any other driver you wish to nominate. Please don't write to us, write to the *Daily Express* National Sports Ballot, 4 Racquet Court, London, E.C.4.

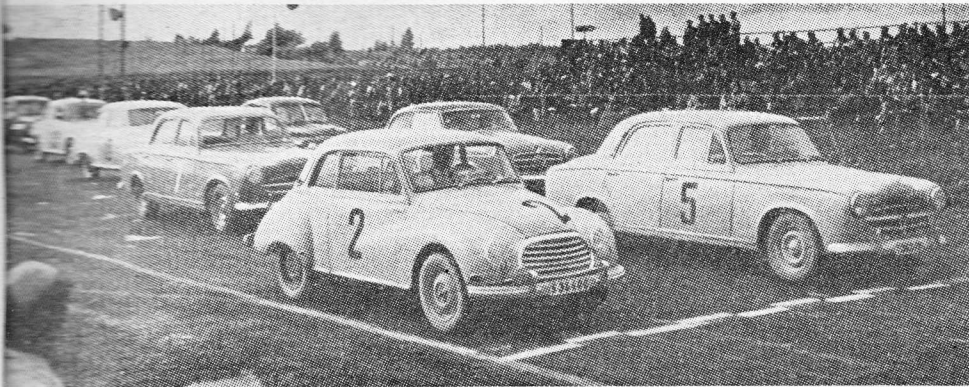
EUGENIO CASTELLOTTI, winner of the Mille Miglia, the Rouen G.P., and at Imola, and who has taken many "places" in Grands Prix and sports car events with Ferrari and Osca cars, has been proclaimed Champion of Italy for 1956.

SOME Italian circles are still gunning for the raising of the maximum Formula 3 capacity limit to 750 c.c.

JOHN WEBB wishes to thank all those who have already written in reply to his "Support for Connaught" appeal in last week's AUTOSPORT. To the time we went to press for this issue, he had received just over 200 letters in three days, every one of which was enthusiastic. Eighty per cent. of the writers thought that the 10s. 6d. subscription fee ought to be 1 gn., but Webb says that he was only suggesting a minimum subscription, and that the actual sum donated will be left to the supporter's discretion and the depth of his pocket. Letters already received will be acknowledged in due course, although this will not be possible until after Christmas. So, now they've got that far, come on the rest of you! Write to John Webb, Grand Buildings, Trafalgar Square, London, W.C.2. Incidentally, out of the first 180 letters received, 135 came from readers of AUTOSPORT.



AT THE DORCHESTER: Seen at the B.R.D.C. dinner last Friday (above), Philip Fotheringham-Parker and Tony Gaze; (left) Tony Rolt and Ian H. Nickols in earnest after-dinner conclave.



SPORTS NEWS

MOSS WINS YET AGAIN!

DRIVING Bill Lloyd's 300S Maserati, Stirling Moss won the 60 lap, 210-mile Nassau Trophy race last Sunday, one of the main events of the Nassau Road Race Week. In blisteringly hot Bahamas weather, which caused considerable tyre trouble, Moss led unchallenged from the 12th lap, although it was Texan Carroll Shelby (Ferrari) who took the lead immediately after the Le Mans-type start. By the end of the initial lap, Moss, who started 18th in the line-up but was first as usual to get away, had climbed to second with the Marquis de Portago (Ferrari) third. Portago spun on the next tour and Moss started closing on Shelby, who was only 5 secs. in front. Soon they were circling with less than a second separating them, and eventually Moss took the Ferrari on the 11th lap, never again to be headed. On the 12th lap, Shelby blew a tyre; he drove back to the pits, had a 30 sec. wheel change and set off once again in pursuit. By the 28th lap he had regained second position, but another tyre burst a couple of circuits later, and eventually, on lap 36, he retired the 4.9 Ferrari with steering trouble. Second to finish was Masten Gregory (Ferrari) with De Portago's Ferrari third, and fourth, Ken Miles's Cooper-Porsche. Moss averaged 96.219 m.p.h. for the 210 miles, while of the 42 cars that started the race, only 22 finished.

Two Lotus successes were scored by Gerry Chamberlain in a Mk. XI, who won Class G of the Governor's Trophy, followed by Shepherd in another Lotus. The pair repeated this order in another event over five laps. The full story of the Nassau Trophy, and the other events during the Nassau meeting will be published in AUTOSPORT shortly.

FANGIO FOR MASERATI

AS forecast in AUTOSPORT, Juan Manuel Fangio has agreed to drive for Officine Maserati in the World Championship series of Grands Prix. He therefore joins Jean Behra in the "Trident" team, which will also include Stirling Moss for early 1957 events in Argentina. Fangio is understood to have decided to withdraw from long-distance sports car events, with the possible exception of Buenos Aires and the Supercortemaggiore G.P.

THE ARGENTINE "TEMPORADA"

ADVANCE news is now coming through of the Formula 1, sports and *Formule Libre* races which constitute Argentina's winter racing "season", collectively known as the *Temporada*. For the G.P. of Argentina, round one in the 1957 World Drivers' Championship, Fangio will drive a Maserati, as will Stirling Moss, Jean Behra, and probably Carlos Menditeguy. In Ferrari defence will be Peter Collins, Luigi Musso, Eugenio Castellotti and the Marquis de Portago. Manzo is a possible entrant with an eight-cylinder Gordini.

This unexpected "alliance" of Moss and Fangio in the same team is due to the fact that the Vanwall team, to be led by Moss, are not competing in the Argentine. Moss and Fangio will probably team up in a 3-litre Maserati in the Argentine 1,000 kms. sports car race.

HAWTHORN AND PERDISA FOR FERRARI?

DESPITE the loss of Fangio, the Scuderia Ferrari will face the 1957 season with a strong team of drivers. Joining Peter Collins, Eugenio Castellotti, Luigi Musso and Alfonso de Portago will be Mike Hawthorn, it is reported—when his commitments with the B.R.M. team do not take priority—also Graf Berghe Von Trips, the young ex-Mercedes driver from Germany, Maurice Trintignant, and Cesare Perdisa, whose transfer from the Maserati team was announced in the

★

COOPER COOPED: John Cooper, after trying the seating accommodation of rival manufacturer Colin Chapman's Lotus, expresses his "appreciation" to Tommy Sopwith, who took the picture.

★

MOUNTING in popularity this past season or two has been the production saloon car race, as a feature at mixed meetings. This scene is at Karlskoga, Sweden, on the occasion of the International Kanonloppet or Cannon Races. Rival models depicted include Peugeot 403, DKW Sonderklasse, Borgward Isabella and Renault 4CV.

Italian press last week. He is to drive for Ferrari in F1, F2 and sports car events. Trintignant has contracted to drive Ferraris, when not bound by prior engagements—if any—with Bugatti, whose Colombo-designed, rear-engined G.P. car may reappear in revised and lightened form.

On paper, therefore, Scuderia Ferrari will have on their drivers' roll two Englishmen, three Italians, a Spaniard, a Frenchman and a German, while a further likely inclusion after his 1956 showing is the young Belgian, Olivier Gendebien.

RECORDS FOR DKW

AT Monza, a DKW has broken five world records in Class G (under 1,100 c.c.). They are:

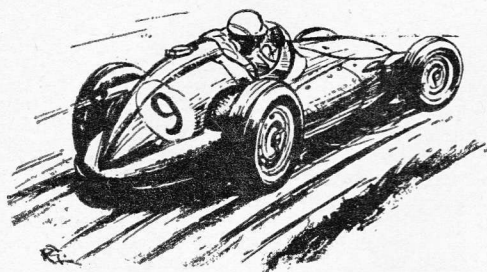
4,000 miles, 140.839 k.p.h.
5,000 miles, 138.656 k.p.h.
10,000 kilometres, 139.453 k.p.h.
4½ hours, 143.951 k.p.h.
72 hours, 139.453 k.p.h.

The speeds are subject to the usual confirmation by the F.I.A. and the drivers concerned were Ahrens (Germany), Barbey (Switzerland), Meier (Germany) and Thailer (Switzerland).

SORRY—BRANDS IS OFF

THE Boxing Day car race meeting at Brands Hatch has had to be cancelled because of the petrol situation. Announcing this, John Hall, managing director of the circuit, said that following consultations with road transport authorities it could not be guaranteed that sufficient buses would be available to transport people without their own cars. Rather than run the risk of disappointing people at the last moment the decision to cancel the meeting had been taken now. This announcement nullifies that of 20th November stating that the meeting would be held.





B.R.M. NEWS

1956 goes down as one more year of frustration for the marque B.R.M., after early hopes were dashed by troubles, centred mainly on the rear drive pot joints, and on the very large valves used in the engine. An almost fruitless season wound up with extensive tests of two cars at Monza, over both the road and track sections of the circuit, between 2nd and 19th October. The results of these tests, as recorded in the O.R.M.A. Bulletin No. 17, make interesting reading.

Both the chassis tested had transverse leaf springs at the rear instead of the oleo pneumatic struts used previously, and this modification called for some reduction in the size of the rear fuel tank and slightly increased the overall weight of the car. No. 1 car used the same body as had been used previously this year in races, and No. 2 car had a modified cockpit and tail giving rather better streamlining and greater protection to the driver with higher cockpit sides. These modifications very slightly increased the weight of No. 2 car, but increased the maximum speed obtainable on the straights owing to less wind resistance.

Three drivers carried out the tests at Monza, Tony Brooks, Ron Flockhart and Roy Salvadori. All three engines were used during these tests to try out variations of valves and valve springs, since these items have given the greatest amount of trouble during the racing season. Both solid and semi-solid inlet valves were used and also a new design of hollow inlet valve which showed considerable promise, and which, by reason of its light weight, gives improved performance with less strain on valve springs. New types of pot joints for the rear drive were tested, and these gave considerably better results than those tried previously. Many variations of spring settings and shock absorber settings and tyre pressures were tried under varying conditions to determine the best settings for race conditions.

The two cars covered over 1,000 miles

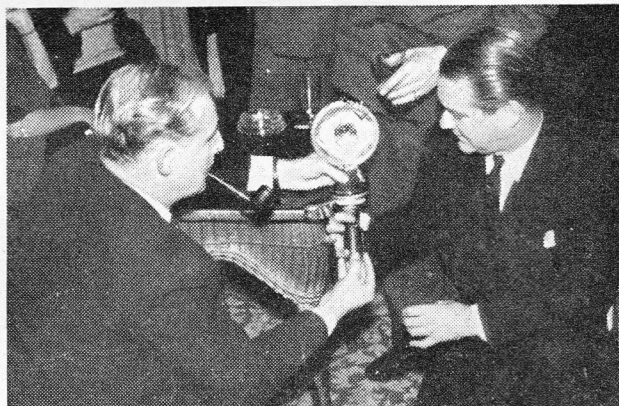
on the Monza circuit. The fastest laps were put in by Brooks, who was getting through Vialone flat out with ease and getting 174 m.p.h. on the straight on the road circuit. Ron Flockhart was the only driver to carry out tests on the banked circuit and he reported that the ride was very good. Roy Salvadori was very unlucky in that, when driving No. 1 car on only his second lap, he had a slight crash at Lesmo on a wet patch under the trees. He was quite unhurt and only the nose of the car was damaged. Arising out of these tests at Monza No. 1 car has been fitted with transverse leaf springs for the front suspension as well, and Ron Flockhart was last month carrying out initial tests on this at Folkingham.

The main results of the Monza tests show that considerable progress has been made as regards road-holding, and that the troubles which proved disastrous last season have mainly been eliminated. While the tendency of the car to over-steer has been much improved, further work is going ahead to produce a more under-steering characteristic, which the drivers' require. A considerable amount of information obtained at Monza has been sorted down to a number of minor items that will require improvement and further development to ensure reliability in long races. These items are being pressed forward. The Monza tests were regarded as being very worth while and the only untoward incident, other than Roy Salvadori's slight shunt, was when Brooks hit a pheasant. The B.R.M.'s radiator was completely wrecked and a local inhabitant made off at speed with the remains of the bird.

DEMONSTRATING the new Lucas searchlight for roof mounting to Tommy Clarke (right) is Bill Allerton, Lucas competitions manager.

★

GATHERING at the B.M.C.R.C.C. pre-Rally dinner (below) includes, l. to r., C. Miles-Thomas (Tyresoles), Bill Allerton and Ray Wood (Lucas), Harold Smets (Dunlop), George Raven (Lockheed), and Alan Collinson and successor Syd Henson (Ferodo). In the background are Bob Foster and Bob Aston (Mintex) and Bryan Turill (Shell).



U.S. RACE BAN PROVOKES FURIOUS REACTION

CLAIMING it was acting in good faith, and feeling that as a result of incidents in the past the cars were unsafe, the California Sports Car Club banned Morgans, 4 c.v. Renaults and 2 c.v. Citroëns from taking part in its Paramount Ranch road race meeting on 17th-18th November. In addition, Mercedes 300SL entries were turned down, unless the owners could prove to the scrutineers that adequate provision had been made to prevent oil being deposited on the track. The reasons given for the banning of the British and French cars were that Morgans have been losing wheels in recent events, that Renaults have been turning over, and that scrutineers took an unfavourable view of the Citroën suspension. The immediate reaction to the ban of dealers, owners and drivers concerned is described as being one of fury, and action was taken at once to have the ban rescinded.

AUSTRALIAN T.T.

Class Results

CONFIRMED results of the recent Australian 100 Mile "T.T." race for sports cars, won by Stirling Moss in a 3-litre Maserati, show the following class awards, for Australian resident drivers only:

Open Class: 1, W. L. Pitt (Jaguar); 2, B. S. Stillwell (Jaguar); 3, A. N. Davison (H.W.M.-Jaguar).

2,701-3,000 c.c.: 1, T. Sulman (Aston Martin); 2, K. Jones (Ferrari). **1,501-2,700 c.c.:** 1, R. K. Phillips (Austin-Healey); 2, P. T. England (Ausca); 3, G. Baillieu (Triumph). **1,101-1,500 c.c.:** 1, J. Brabham (Cooper-Climax); 2, B. D. Topen (M.G.); 3, H. C. Old (Porsche). **Up to 1,100 c.c.:** 1, D. E. Jolly (Decca Spl.); 2, J. Gullan (M.G.).



B.M.C.R.C.C. DISCUSSION

MEMBERS of the British Monte Carlo Rally Competitors' Club were 100 per cent. unanimous that no application should be made for supplementary petrol allowance to permit entry in the 1957 rally. It was agreed that the Onassis offer to supply petrol to the French Government was the only possible solution to running the event: in that case, they could only wait the decision of the French Government. This would probably mean that all competitors would start from somewhere in France.

These were the main points raised by guests to chairman Jack Kemsley, during the club's annual pre-rally dinner and discussion, held last Thursday at the Clarendon Restaurant, Hammersmith, when trade representatives answered queries put by entrants.

LE MANS REGULATIONS

Important Changes for 1957

THE regulations have been announced for next year's 24 Hour race at Le Mans, which will take place on 22nd/23rd June. Several important alterations have been made, because of the organizer's wish for the event to be included in the World Sports Car Championship, and the overall effect of these is that the race will virtually regain its pre-disaster character.

Last year's refuelling limitations have gone. Cars may now refuel in any quantity, and at intervals of 30 laps, instead of 34. The usual two qualities of fuel will be permitted, with any fuel for turbine cars, although water injection is prohibited.

Another important departure is that drivers may not now drive for more than 36 laps, instead of 72, or 14 hours in all during the race.

The entry list, which is open from now until 28th February, will be limited to 52 cars, and the vehicles will have to comply, as before, with Appendix C of the International Sporting Code. This means, amongst other things, that hoods must be carried, that windscreens must be full width, and that central seating is prohibited. Cars may be of any cubic capacity, and must have a roadworthiness certificate obtained in their country of origin. Turbine-propelled cars will run to the same formula as laid down for the 1956 race.

Any spare parts can be changed during the race, except for complete units, such as the engine, gearbox or rear axle. Such changes may be done only in the pits, but it is no longer necessary to carry the spare parts and tools in the car. The rule for using only the spare wheel carried on the car for the first wheel-change still applies. If a cylinder head or pistons are required as spares, these must be declared and stamped at scrutineering.

The Index of Performance formula will remain the same, although cars whose average speed falls below 20 per cent. of the set average will be disqualified after the 6th, 12th and 18th hours. This, of course, will preclude protracted pit stops for repairs.

The Le Mans bonnet-strap will no longer be required, the only call being for some type of proper and secure bonnet fastening.

Prize money will be the same as for the last race, except for a new special prize for any turbine car covering 3,600 kms. during the race, which will mean travelling at an average speed of 93 m.p.h.

Eligible for the Biennial Cup will be D.B. (2 cars) and Aston Martin, Ferrari, Porsche, Jaguar, Lotus, Cooper and V.P. (1 car each).

GÉRARD CROMBAC.

SHELBY FOR "INDY"

CARROLL SHELBY, America's No. 1 sports car driver and winner of the S.C.C.A.'s national title, plans to race in next year's Indianapolis "500", driving a Kurtis-Offy belonging to Ed. Walsh, chairman of the S.C.C.A. National Contest Board. After Indianapolis, he will cross the Atlantic for a season's racing in Europe.



Photograph by Patrick Benjafield

PORTRAIT GALLERY

No. 61—DAVID PIPER

BY the time you read this, David Piper's Lotus Mk. XI will be on its way to South Africa, its driver following at the beginning of January to take part in the four "winter sunshine" races at Cape Town, Pietermaritzburg, Durban and Salisbury.

It has recently become typical of Piper to go out to follow the racing, instead of sitting in this country letting it come to him. In fact, although he spent nearly every week-end during the past season on some circuit, somewhere, hardly one of them was in Britain. Instead, he made a "summer odyssey" round Europe to all the events usually supported only by local drivers, performing extremely well, and coming out on the right side financially.

Twenty-six-year-old David Piper started his racing career in 1954, running in sprints and hill-climbs with the ex-Dennis Poore 750 c.c. s/c J4 M.G., his first circuit race being at the first Boxing Day Brands meeting. For 1955, he bought Austen Nurse's blown 750 c.c. Lotus Mk. VI, racing it and doing well on many British circuits, his most notable victory being in Ireland's Leinster Trophy.

This year, after co-driving the Mille Miglia with Dan Margulies, in the latter's Jaguar C, when they came fourth in their class, Piper acquired his 1,100 c.c. Lotus Mk. XI, and after a few meetings in Britain, set off for foreign parts. In the Super-cortemaggiore race at Monza, a disc-brake calliper came adrift, and despite help and spare parts from Mike Hawthorn, he was unable to finish. Then came Rheims and a drive in John Horridge's Lister-Bristol, followed by a class third at Rouen, and an outright win at Sables d'Olonne. At Nürburgring, he was 11th in the 1,500 c.c. race out of 40 starters, sixth in the 1,500 c.c. class at Pescara, and fourth in his class at Messina, driving Bonnier's Alfa. Then came his Victory of the Year, over Italian champions Cabianca and Siracusa, in the 1,100 c.c. *Coppa della Sila* at Cosenza, to be followed by a class win at Montlhéry's *Coupe du Salon*, and his season ended with a class second in the G.P. of Rome. Quite an impressive record for one man, for one year, and as he hopes to graduate to a bigger car in due course, it looks as though David Piper's name may be one to be reckoned with in future sports car racing.

M. B.

HOUNDS, GENTLEMEN, PLEASE!
The Jaguar Two-Point-Four stands outside the Vigo Inn, near Wrotham, Kent, while the West Kent Hunt prepare to move off.

anti-roll torsion bar, and the recirculating ball steering box operates through a three-piece track rod with slave arm.

This whole assembly is mounted on rubber, with one pair of blocks to take vertical and lateral loads, and another pair, at the end of forward facing arms, to look after fore and aft positioning and to take the braking torque. Of course, these bonded rubber blocks only absorb high-frequency vibrations of low ampli-

JOHN BOLSTER TESTS

IN the last year or two, it has become apparent that two sizes of car are likely to supersede all other categories, except for specialized purposes. The first of these, of course, is the economy car, which is now expected to carry four people at 70 m.p.h. on a 40 m.p.g. budget. The second type is the roomy saloon with an engine of rather over 2-litre capacity. This is assumed to be a car of considerable luxury, and the better makes will encompass a full 100 m.p.h.

One of the latest examples of this latter category is the Jaguar 2.4-litre. This is a brilliant design, breaking new ground technically in several important respects. All its teething troubles have been systematically overcome, and the "Two-Point-Four" is now in full production.

To dissect the whole design in detail would occupy more space than I am allowed. May I, therefore, state the results which have been achieved in practice, and then comment on a few features that have made these results possible? First and foremost comes the absence of road noise from the interior of the body, which can only be described as sensational. In this respect, the new Jaguar excels the finest luxury cars from America, Germany and our own country.

The second milestone is the combination of a very soft ride with exceptional roadholding, particularly on wet and greasy roads. Finally, comes the performance angle, and in this respect the

THE JAGUAR "TWO-POINT-FOUR"

And Declares it the Best "All-Round" Car Yet Tested by AUTOSPORT

Jaguar is a little faster than any of its rivals while being at least their equal in the important matter of fuel consumption.

As would be expected, the absence of road noise and the excellence of the suspension are both bound up together. Most important in this respect is the body-chassis structure. This is extremely rigid, but the body panels themselves carry a lower stress than is usual in unitary construction, it being held that a highly loaded panel becomes a sounding board. There are, in fact, a pair of longitudinal frame members built into the floor pressings, which are shaped to incorporate cross members. The highly stressed structure terminates in a rugged cross member formed of the seat pan and wheel arches, behind which the body becomes a lightly stressed envelope.

Having produced a light but rigid body-cum-chassis with little tendency to pick up and amplify noise, the next step was to evolve a suspension system which would not "telephone" noise and vibration into the main carcass. In front, the complete suspension and steering assembly is mounted on its own cross member. It is a wishbone and helical spring layout, with a slight rearward inclination of the wishbones, and ball joints for the wheel pivots. There is an

tude, and do not allow any appreciable movement. A pair of rubber universal joints effectively insulate the steering column.

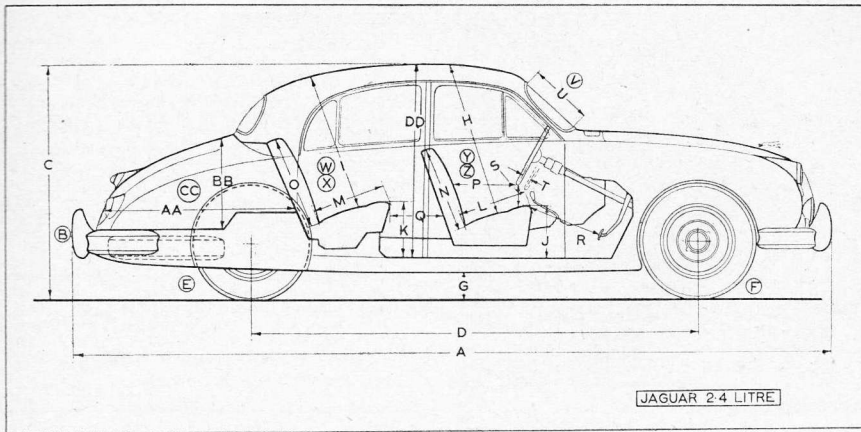
At the rear, it was necessary to design a suspension system which would carry the weight forward to the main rear seat pan-cum-bulkhead, no rearward anchor point existing for conventional semi-elliptic springs. The solution chosen was effectively the same as the pairs of twin radius arms that most racing cars have, except that in this case the lower radius arms are in the form of cantilever leaf springs. The cantilever spring has many virtues, including reduced unsprung weight, but it was superseded in the past because of its poor lateral rigidity. In this case, lateral location is by a Panhard rod, so the springs are not asked to perform this duty. Once again, a system of rubber bushes and blocks assures complete sound insulation.

It is splendid that the makers have resisted the modern tendency towards using tiny wheels. The large 6.40-15 ins. tyres assure good road adhesion and avoid that rather ridiculous appearance which 13 ins. wheels impart to a fairly large car. The brakes are on the new Lockheed Brakemaster system, with leading and trailing shoes and a vacuum-operated hydraulic servo.

Turning from the chassis to the motive power, we at once see the reason for the speed bonus. The engine is a beautiful over-square unit with twin overhead camshafts, incorporating all the know-how learned in Jaguar's racing successes. Economy is assured by the high compression ratio and also by the comparatively small Solex carburettors. As a genuine 100 m.p.h. can easily be exceeded, it would be pointless to fit larger carburettors and obtain still more speed at the expense of a higher petrol consumption. The conventional four-speed gearbox has synchromesh on the upper three ratios and has a Laycock-de Normanville

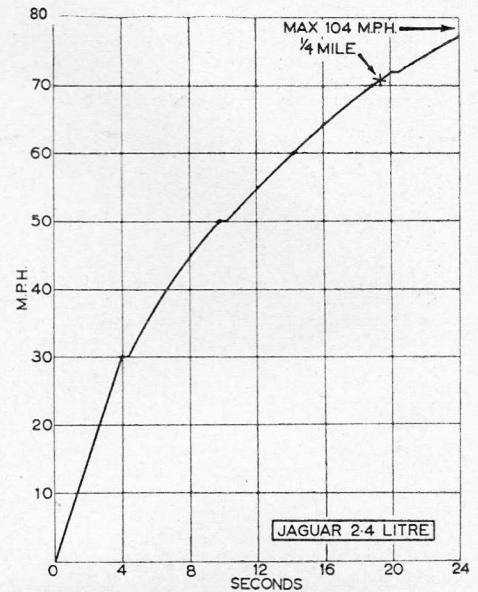
SMOOTH, SLEEK LINES of the Jaguar's steel bodywork belie a car which can carry five people and their luggage in comfort, yet be easily parked in crowded city streets.





DIMENSIONS OF THE JAGUAR 2·4

- A Overall length, 15 ft. 1 in.
- B Overall width, 5 ft. 6½ ins.
- C Overall height, 4 ft. 9½ ins.
- D Wheelbase, 8 ft. 11½ ins.
- E Rear track, 4 ft. 2½ ins.
- F Front track, 4 ft. 6½ ins.
- G Ground clearance, 7 ins.
- H Front head room, 3 ft. 7 ins.
- I Rear head room, 3 ft. 0½ ins.
- J Height of front seat cushion, 1 ft. 0 in.
- K Height of rear seat cushion, 11½ ins.
- L Depth of front seat, 1 ft. 6 ins.
- M Depth of rear seat, 1 ft. 6 ins.
- N Height of front seat squab, 1 ft. 10 ins.
- O Height of rear seat squab, 1 ft. 11½ ins.
- P Steering wheel to seat squab, min. 1 ft. 0 in. max. 1 ft. 7 ins.
- Q Rear seat to front seat distance, min. 6 ins. max. 1 ft. 1 in.
- R Pedals to seat cushion, min. 1 ft. 3½ ins. max. 1 ft. 9½ ins.
- S Steering wheel to seat cushion, 5 ins.
- T Steering wheel adjustment, 3 ins.
- U Windscreen depth, 1 ft. 3 ins.
- V Windscreen overall width, 3 ft. 11 ins.
- W Width between arm rests (rear seat), 4 ft. 1 in.
- X Overall width (rear seat), 4 ft. 10½ ins.
- Y Width between arm rests (front seat), 4 ft. 4 ins.
- Z Overall width (front seat), 4 ft. 10 ins.
- AA Luggage compartment max. length, 3 ft. 10 ins.
- BB Luggage compartment max. height, 1 ft. 9 ins.
- CC Luggage compartment max. width, 4 ft. 2 ins.
- DD Max. interior height, 3 ft. 8½ ins.



Acceleration Graph

the engine. As I drove off, I at first felt that I was going to miss the "punch" of the bigger Jaguars. It took time to realize that this short-stroke unit gives its power in a different way, and in fact the performance is very fine indeed. This is assisted by the close-ratio gearbox, and the high speeds that one can attain on the indirects are a joy. The engine is silky at low speeds, and never becomes rough. It does produce a refined but purposeful hum at the higher revolutions, but all sound virtually disappears when the overdrive is engaged at cruising speeds.

Yet, the engine has another side to its nature, for it is far more flexible than any other unit of comparable size. For instance, when driving in London I often started in second gear, and then lazily eased the gear lever into top in a couple of car's lengths. At about 15 m.p.h. I engaged the overdrive, and trickled

overdrive mounted as an extension at the rear.

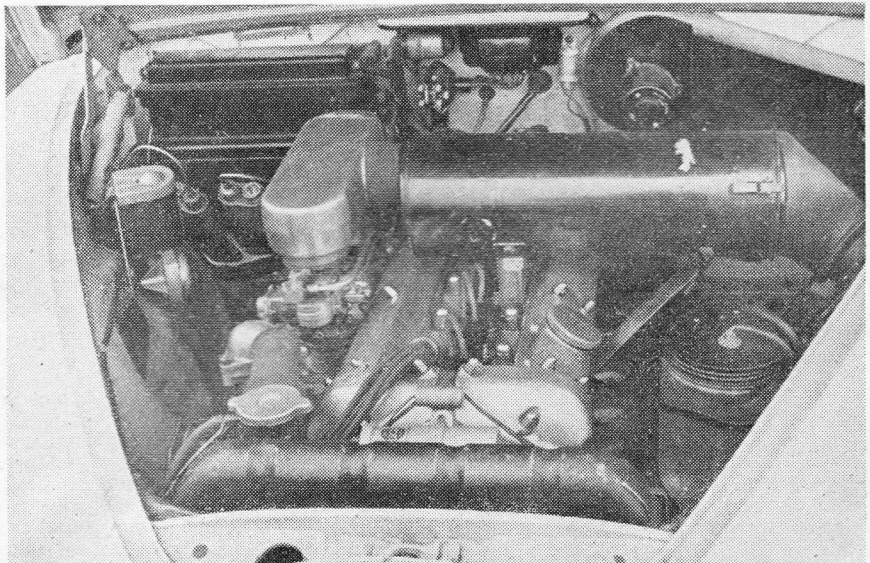
So much for a very brief survey of an enthralling piece of engineering; now let us get down to some actual motoring.

On taking my seat, I was delighted to find that it had a large enough range of adjustment to accommodate the tallest or the shortest driver. The steering column is also adjustable, and one can quickly assume a driving position that is perfectly comfortable. I admired the short central gear lever, and also the proper and very

effective brake lever; a car like this would be ruined by one of those pathetic little umbrella handle devices.

Of course, the interior is finished in typical Jaguar fashion, and the walnut dashboard carries a rev. counter beside the large speedometer. The windscreen pillars are perhaps a little thicker than one would expect, and the rear window is shallow by modern standards. Nevertheless, the all-round visibility is adequate.

It is easy to misjudge the potency of



RACE-BRED (above). The 2.4-litre twin overhead camshaft engine fills the bonnet—a power unit which is far more flexible than others of similar size, yet which can propel the car at over 100 m.p.h.

SEATING (left). Looking across from the driver's seat, both the centre-mounted gear lever and "proper" handbrake are visible.

along among the taxis and buses with no sound of mechanical propulsion.

The movement of the gear lever is unusual, for in travelling from first to second speed it goes through a remarkably large angle. This long travel is disconcerting at first, but is completely forgotten after the first few minutes. Once I had fully mastered the change, I found that I actually preferred it to that of the larger Jaguars. The clutch is very smooth, and only the most brutal gear changes caused a suspicion of slip.

In the instruction book, two sets of tyre pressures are given—a low one for normal touring and a harder setting for high speed work. I found the car most responsive to the adjustment of tyre pressures, even 2 lbs. making a considerable difference to the road behaviour. The low setting, in my opinion, is too soft, the handling then lacking crispness and the steering being a little heavier than one would wish, though the cornering remains good. I finally chose a figure about halfway between the two in the book, and the steering immediately became light, sensitive and accurate.

The ride is very good indeed, particularly in the back seat. Thanks to the accurate location of the axle and the low unsprung weight, the rear wheels hold the road exceptionally well; one might almost imagine that there was "independence" behind. The car corners very fast for a bigish saloon, and the behaviour on wet roads is superb. Brands Hatch was in that treacherous half-wet state, but even when driven almost ridiculously hard the Two-Point-Four clung tenaciously to the road. High average speeds in complete safety are certainly the forte of this car, and the powerful brakes

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Jaguar 2.4-litre Saloon (Special Equipment Model). Price £976 (£1,465 7s. 0d. including P.T.).

Engine: Six cylinders, 83 mm. x 76.5 mm. (2,483 c.c.). Twin overhead camshafts, 112 b.h.p. at 5,750 r.p.m. 8 to 1 compression ratio. Twin Solex downdraught carburetters. Lucas coil and distributor.

Transmission: Single dry plate clutch. Four-speed gearbox with short central remote control lever and Laycock de Normanville overdrive; Ratios, 3.54 (o/d.), 4.55, 6.22, 9.01 and 15.35 to 1. Open propeller shaft to hypoid rear axle.

Chassis: Pressed steel body with moderately stressed panels and longitudinal reinforcing members. Independent front suspension by wishbones and helical springs, with anti-roll torsion bar. Burman recirculating ball steering box and three-piece track rod. Rear axle on cantilever springs, radius arms, and Panhard rod. Girling telescopic dampers all round. Lockheed hydraulic brakes with

vacuum servo in 11½ ins. drums, total lining area 157 sq. ins. 6.40 x 15 ins. tubeless tyres on bolt-on disc wheels.

Equipment: 12-volt lighting and starting. Speedometer, rev. counter, ammeter, oil pressure, water temperature and fuel gauges. Electric clock, cigar lighter. Two-speed self-parking wipers and windscreen washer. Heater and demister. Flashing indicators, spotlamps, etc.

Dimensions: Wheelbase, 8 ft. 11½ ins. Track (front) 4 ft. 6½ ins., (rear) 4 ft. 2½ ins. Overall length, 15 ft. 0½ in. Width, 5 ft. 6½ ins. Turning circle, 33 ft. Weight, 27 cwt.

Performance: (Damp road surface) Maximum speed, 104 m.p.h. (overdrive). Speeds in gears: direct top, 100 m.p.h.; 3rd, 72 m.p.h.; 2nd, 50 m.p.h.; 1st, 30 m.p.h. Standing quarter-mile, 19.5 secs.; 0-30 m.p.h., 4 secs.; 0-50 m.p.h., 9.8 secs.; 0-60 m.p.h., 14.2 secs.; 0-70 m.p.h., 18.8 secs.

Fuel Consumption: (Driven hard) 23 m.p.g.

seem well up to their work.

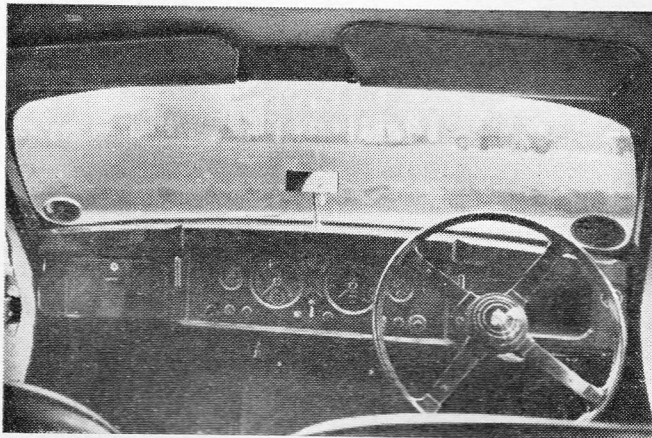
There is a feeling of sheer quality and luxury, and I enjoyed all the thoughtful touches that make for driver comfort. There are trivial points to criticize, of course. The clutch and brake pedals are too close together, and the control for the flashing direction indicators is too far away from the wheel. If one has an adjustable steering column the lever for the indicators should be adjustable too, so that it can be moved with a fingertip without taking a hand from the wheel.

This type of Jaguar has many virtues, and one of these is its size. It is large enough to carry five people and all their luggage, but small enough to park easily. It feels quite a narrow car to drive in traffic and can be weaved in and out between other vehicles—however, one must sit up very straight to catch a glimpse of the nearside mudguard. The moderate fuel consumption is another good point, and about 25 m.p.g. should

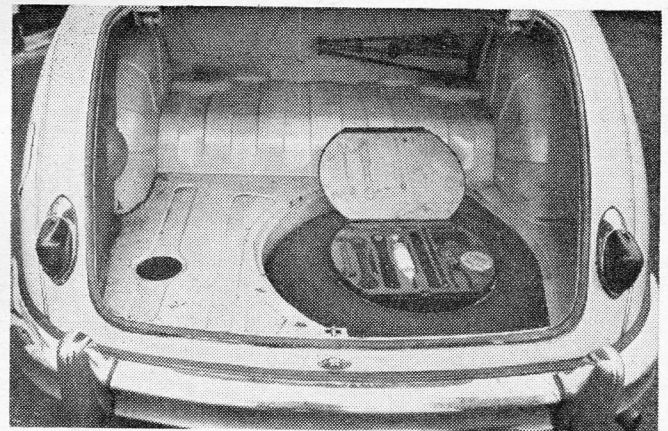
be expected on the average run. As I have always remarked about Jaguars, I just do not see how they make it for the money.

The Jaguar 2.4-litre saloon is an economical fast touring car of exceptional refinement. It also combines a most comfortable ride with the cornering ability of a more sporting type of car. Above all, it is a real engineering job and beautifully made and finished.

Car design is a compromise, but outside the competition sphere I think that this machine has more solid everyday virtues than any of its competitors. Yet, it has beauty too, and the glamour that goes with a famous race-proved name. There is a postscript to this article: After a tough and exhaustive road test I sent the following telegram: "SIR WILLIAM LYONS, JAGUAR, COVENTRY. CONGRATULATIONS YOUR NEW TWO-POINT-FOUR IS BEST ALL-ROUND CAR EVER TESTED BY AUTOSPORT".



INSTRUMENT PANEL has a full range of dials, including tachometer, speedometer, and fuel, water temperature and oil pressure gauges, and is, traditionally, of wood.



SPARE WHEEL is recessed into the floor of the large boot, while the tool-kit is, in turn, recessed into the centre of the wheel, the kit being housed in a circular container.

SHELBY WINS AGAIN

JUST a few days after returning from a visit to the Earls Court Motor Show, Carroll Shelby won the 105-mile main event at the S.C.C.A.'s National Championship meeting at Palm Springs, California. Driving John Edgar's 4.9-litre Ferrari, Shelby kept the lead for most of the race, and proved to have too much power to be beaten by Phil Hill, at the wheel of George Tilp's 3.5-litre Ferrari. The only other race-leader, and then only for a few moments,

was Bill Murphy (Buick-Curtis). Throughout the entire race, Hill tried his utmost to displace the Texan, and, in fact, frequently managed to do so on the corners, but the larger engine of Shelby's car told on the straights, although his winning margin was only .05 sec. while, having to cut off much earlier, he finished virtually brakeless. Covering the distance in 1 hr. 20 mins. 16 secs., his average speed was 78.55 m.p.h. In third place came Harold Erb (Jaguar D), fourth, John Barneson (Chrysler-Hagemann Special), fifth, Jack

McAfee (3.5 Ferrari) and sixth, Drake (Aston Martin DB3S). This victory clinches for Shelby the 1956 large-capacity S.C.C.A. Championship, after a season of wins all over America.

KENTISH TRIAL

THE Kentish Border C.C.'s Sporting Trial is being held on 23rd December, in Joyden's Wood, Bexley, starting at 10.30 a.m. Entries already made remain valid, but further entries will be accepted until tomorrow, 14th December, with Erik Scali (FOR 0172).

THE British Racing Drivers' Club held its annual dinner-dance at the Dorchester, last Friday, with the usual "full-house" attendance. In the chair was the President, Earl Howe, who replied to Mr. Tom Blackburn's toast of "The Sport and the Club", then presented the season's awards. In the absence of Stirling Moss, ex-secretary of the B.R.D.C., Desmond Scannell, accepted the 1956 Gold Star, the Richard Seaman Trophy, and the British Empire Trophy. Ron Flockhart had a tumultuous reception when he stepped up to receive the Woolf Barnato Trophy, which, in partnership with Ninian Sanderson, he won for Ecurie Ecosse with a Jaguar, and also the E.R.A. Club Trophy for his third place at Monza with a Connaught. Earl Howe dwelt at some length on these performances, but rather overlooked the outstanding contribution during 1956 by Colin Chapman, John Cooper and David Brown, with Cooper, Lotus and Aston Martin respectively. Mike Hawthorn received the Johnny Wakefield Trophy, which he shared with Stirling Moss for fastest lap at Silverstone.

John Eason Gibson had arranged an elaborate cabaret from Eve's Club, but, unhappily, several faults developed in the sound system, and no one could persuade the electricians to leave their eternal cups of tea to repair them. This rather spoils the musical side of a most spectacular show. However, Terry Hall the ventriloquist managed to overcome microphone defects, particularly with

THE B.R.D.C.'s BIG NIGHT

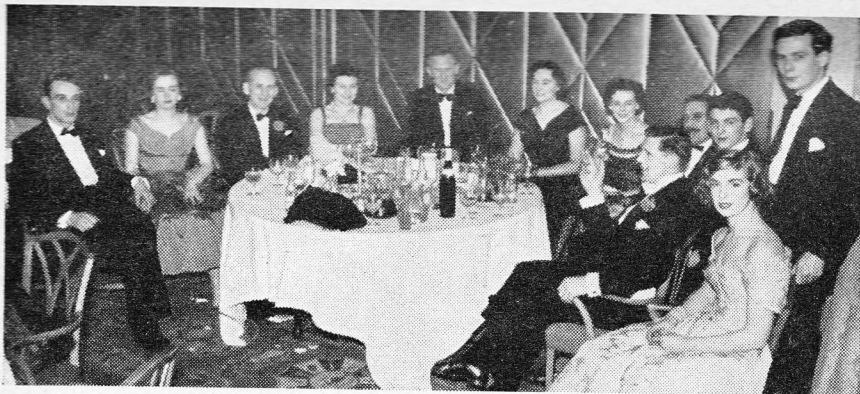


LEONINE ANTICS by television ventriloquist Terry Hall and Lenny the Lion kept the guests entertained during the cabaret.

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HIGHLAND DRESS (below). Ron Flockhart, in full regalia, collects the Woolf Barnato Trophy for best British performance at Le Mans, won jointly by himself and Ninian Sanderson with the Ecurie Ecosse Jaguar.

Lenny the Lion. Dancing and rock 'n' rollin' continued until the early hours of Saturday morning.



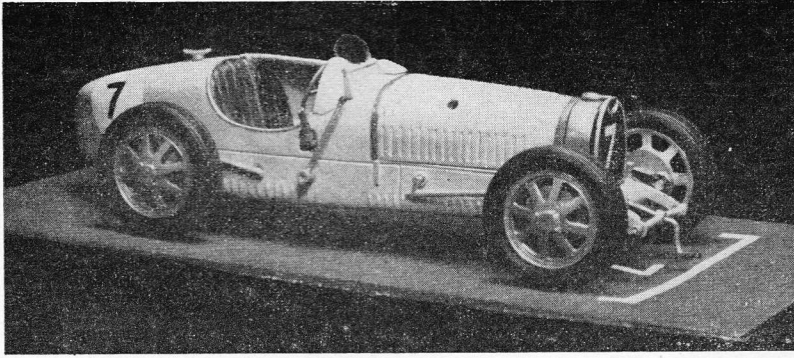
GATHERED round their table in Sid Greene's party were Mr. and Mrs. Doug Brown, Mr. and Mrs. Sid Greene, Mr. and Mrs. Rod Keyes, Mr. and Mrs. Cliff Davis, Joe Joyce, Keith Greene and Mr. and Mrs. Roger Taylor.



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FROM EARL HOWE (above, left) Mike Hawthorn collects the Johnny Wakefield Trophy, which he shared with Stirling Moss for the year's fastest lap at Silverstone. Photographed (above, right) while sitting-out a dance were Miss Marion Moore, Tony Vandervell and Basil Cardew, Motoring Correspondent of the Daily Express.



BABY BUG: This beautiful model of a type 35B Bugatti can be assembled easily from the comprehensive kit of metal castings marketed by Graphic Designers.

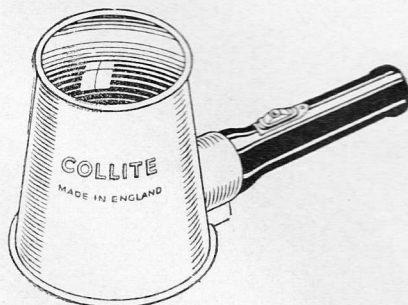
There's still time to look for Christmas gifts—and here are a few ideas to help solve that last-minute problem of what to buy a motoring enthusiast.

THE CHRISTMAS TREE

WHILE petrol is both scarce and cripplingly expensive, the popular winter sport of rallying is held in abeyance. However, the keen rallyist will always appreciate an addition to the Christmas tree he is probably making of his car, and this Yuletide there is no shortage of accessories for the winter motorist. Apart from the purely competition gadgets, there are many gift ideas that will also be appreciated by those who for some reason seem to regard the *summer* as the competition season!

Car lighting is continually being improved and there are plenty of desirable lamps on the market, for internal and external installation. Lucas have a wide range of fog and spot lamps, and Marchal have recently introduced their "Junior Fantastiques", smaller versions of their very efficient fog/cornering lamp with the wide "dumb-bell" shaped beam, in partnership with a matching "flame-thrower". These are 72s. 6d. each. Radyot have their swivelling spotlight designed for mounting externally on the windscreen pillar. This is a practical, well-made searchlight at 77s. 6d.

Apart from the well-known Helphos windscreen spotlight, there is a new type being imported from Germany, called the Lunox. This consists of a suction cup which adheres to the glass by turning a knurled screw, and the lamp itself, attached to the cup by a universal



BROAD VIEW of the map is obtained by this inexpensive new Collite illuminated magnifier. The torch-handle may be used separately.

bracket. It can thus be shone in any direction, even out of the side windows, while for normal use, a flexible rubber "cuff" curbs back-glare. The unit complete, except for a bulb, costs £3 19s. 6d. Leston's are selling a neat cockpit light, for dashboard fitting, for only 8s. 6d., while there are a number of very useful illuminated magnifiers for more advanced map-reading. Amongst them is the Magnalite, which is a 3 ins. dia. hand magnifier with a shielded bulb in the handle, and is supplied with 3 ft. of flex and a plug and socket for connecting to the car battery, at 55s. There is also a smaller model, 2½ ins. in diameter, carrying its own dry battery, and priced at 47s. 6d. A new item in this line is the Collite, illustrated on this page. This very practical device incorporates a large magnifier at the top of a cylindrical polythene housing which can be stood upon the map, keeping the lens at a constant focus. It also prevents the escape of stray light from the torch which fits into the side, this latter being removable for use separately. The price is 25s.

Also of interest to map users will be the Enbecco series of opisometers (map-measurers to you!). These are available as illustrated, with measuring scale on one side and magnetic compass on the other, or with a universal double-sided scale, and with ring-type or long handle. These are all priced at 12s. 6d., but there is a variation on the measurer/compass model, which also has a sparking plug tester in the handle, and costs 15s.

For greater precision in "getting one's bearings" there are the fluid-filled magnetic compasses for dash mounting. The Sestrel compass is a well-made product, a miniature version of the type used on aircraft, and incorporates correcting magnets to compensate for local magnetic influences in the car. It is priced at £4 10s. Simpler in design and costing £2 15s. is the Luft compass, with a suction cup fitting, for mounting on the windscreen.

Navigators will also appreciate the latest model to be added to the well-established range of Blackwell Calculators. This is the Mark V or Regularity model and is designed specifically to take

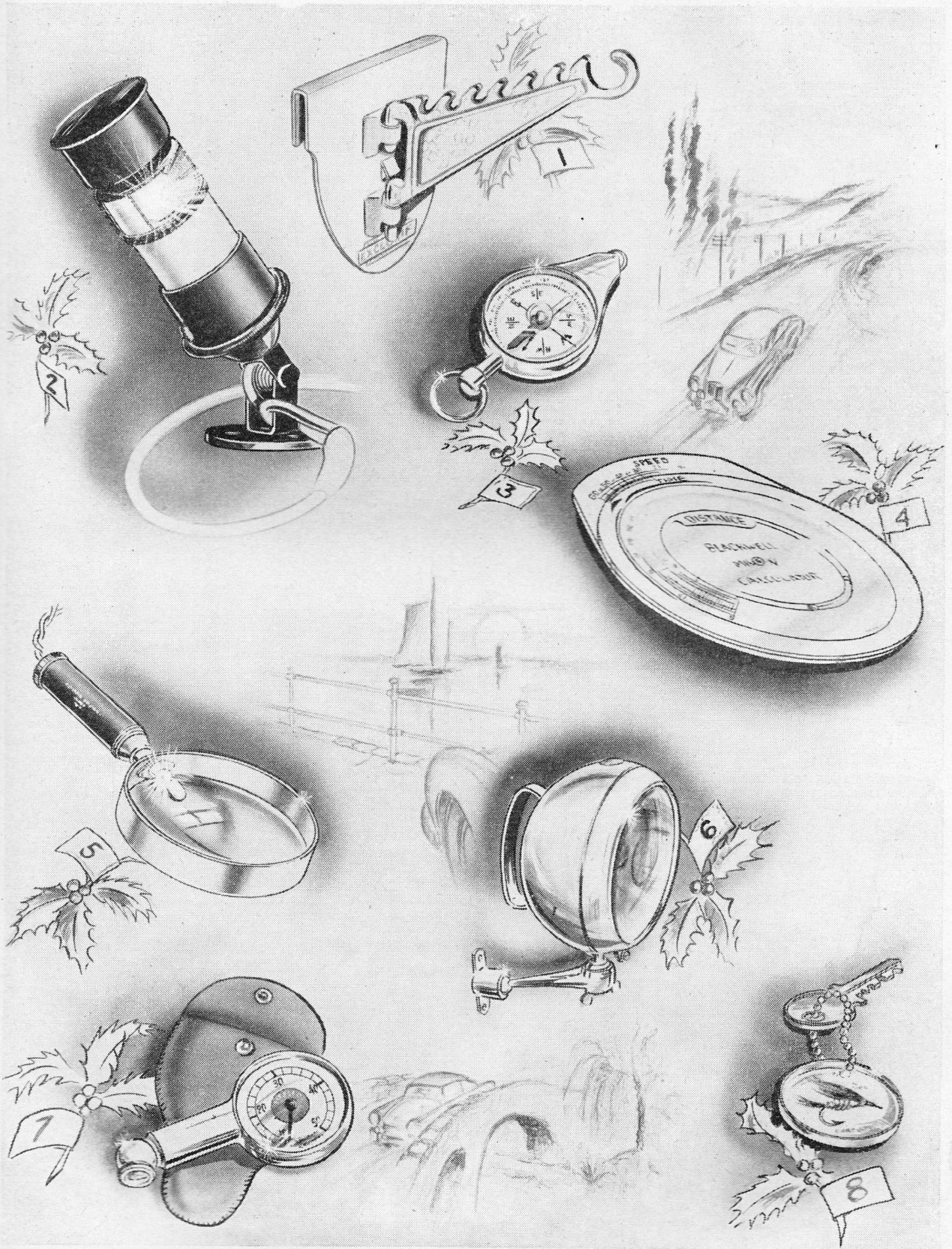
the sting out of the complex regularity sections encountered in certain rallies nowadays. Of comfortably large size (about 7 ins. dia.) this precision circular slide rule is calibrated to cover distances from 1/10 to 10 miles at speeds from 6-60 m.p.h. The price is 30s., but, of course, there are less expensive models in the range, down to the basic one at 12s. 6d., which will meet the requirements of most club rallies.

Another navigational aid is the Hamilton Route Reader. This device can be mounted in front of the driver and carries a strip of route information, loaded into it on two rollers, like the film in a camera. R.A.C. and A.A. routes can be joined end to end, and are just the right width, or one's own route can be made up. It would be of particular value on long-distance rallies, with main-road sections just complex enough to otherwise prevent the navigator from enjoying a well-earned nap! Now the driver can read his own route, and wind it on as required. The price is 21s.

Comfort is a universally appreciated Christmas present, and comes in great
(Continued on page 764)

Key to Drawings ➡

1. Hang your hat on this one—the Autorobe coat hook, which clips over the window glass.
2. Shining light in the cockpit—ideal for map-reading and obtainable from Leston's.
3. Opisometer and magnetic compass combined—one of the Enbecco range.
4. The latest Blackwell Calculator—the Mark V, designed for regularity sections on rallies.
5. The Magnalite map magnifier—this model has its own hooded bulb and a lead to the car battery.
6. The Radyot swivelling searchlight—it is fitted to the windscreen pillar.
7. Dial-type tyre gauge is the Messko—it retains the reading until reset to zero by a button.
8. Novelty key ring for fishing types—a colourful "fly" is cemented between perspex discs.



variety. Dazzle should not be a serious trouble at night if one's own headlights are efficient, but many people find benefit from the use of sodium-vapour-lensed spectacles. Some models have a half-silvered section at the top of each lens, which will, when the head is tilted, cut out the offending light source. Enbecco market a wide range of night and day glasses at prices from 17s. 6d. to 36s.

Most keen drivers feel happier when wearing a close-fitting pair of thin gloves, and few such gloves last very long, so a replacement will always be welcome. Thin leather palms and net or string backs (according to the weather) are the accepted formula and Leston's market two excellent and inexpensive types at 19s. 6d. and 12s. 6d. For the really keen driver, there is also an all-leather model, with fully open back and stud fastening, at 21s. 6d.

Many drivers of saloon cars, particularly in warm weather, prefer to remove their jackets for ease of movement, the discarded garment usually reposing in a crumpled heap on the back seat. Some kind of coat hook is an obvious answer, but difficult to install. Now, for only 3s. 6d., there is the Autorobe hook (illustrated) which clips over the window glass, which is then wound up again to hold it in position.

Passenger comfort on long journeys often leaves much to be desired in many modern cars. Even if you do at least have separate front seats, it is a rare virtue if the passenger's has an adjustable back which can be lowered for a nap. However, a head-rest is a great boon and the Metchair product with foam rubber cushion clips to the top of the seat back and costs £2 6s. 3d. To be really snug a travelling rug is greatly appreciated and Vantona Textiles have a smart and inexpensive example, packed in transparent wrapper (ideal for gift purposes) at 27s. 11d. Both driver and passenger (particular the former) will welcome the NMC car cigarette lighter. This new device fits to the dash and has a magazine holding 10 cigarettes, which are readily removable, one at a time, from a slot at the bottom. By pressing a button on the side for about five seconds, an element lights the lower-most "fag" before removal, the operation being easily performed without taking the eyes off the road. This well-finished product costs £2 12s. 6d.

Let's hope you never have to use it, but the presence of a fire extinguisher in the car gives one a nice feeling of security. The current trend is towards the use of the potent, yet very compact chlorobromomethane type. The Bradex is a typical example, the 55s. model being only about 10 ins. long, while there is

SNUG—with a rug. Passengers will appreciate this Vantona product, available in attractive patterns.

an even smaller one at 39s. 6d. The well-established Eolopress serves the dual purposes of extinguishing fires and pumping up tyres, this being a popular idea with rallyists. It costs £4 4s. and can be recharged quite cheaply. And while on the subject of inflation, there is a new dial-type tyre pressure gauge, called the Messko and costing £1 2s. 6d. This gives a clear and accurate reading and the pointer retains its position until reset to zero by pressing a button.

Looking forward to the resumption of competition motoring and of trips to the racing circuits, there is a range of souvenir car badges now available (perhaps of particular interest to visitors from overseas) which include designs for Silverstone, Goodwood and the Mille Miglia, as well as Scotland, Wales, Great Britain and dear old St. Christopher. Well-finished, they cost 17s. 6d. each.

Undoubtedly, for the Do-it-Yourself motorist, one of the valuable pieces of equipment is an electric hand drill, of which there are now several excellent examples on the market. A new one is the latest addition to the Black & Decker range and is their De Luxe ¼-inch drill, fitted with geared chuck, pistol-grip handle, trigger switch and priced at £9 10s. It is specially intended for highly accurate work, and there is a wide variety of accessory sets, including wire brushes and abrasive bobs which are particularly useful for decoking.

However, it is by no means necessary to have heavy equipment to make a D-type Jaguar or a type 35B Bugatti—providing you are making a scale model and use one of the many super-detailed kits now on the market. The 1/24th scale "Bug." consists of about 40 metal castings which bolt together with no further modelling, to make a 6½-inch-long model. The price of 60s. includes a transparent display case, plinth and everything required to make an exhibition replica with the minimum of time and trouble. Ian Walker's model of the D-type Jaguar is constructed from a set of beautifully finished plastic mouldings and costs only 7s. 11d.

Our usual final suggestion—what about a subscription to Britain's Motor Sport Weekly? Every issue of AUTOSPORT for a year, delivered by post to the address of your choice, costs £4 9s. and will be appreciated by any enthusiast, petrol rationing notwithstanding!

STUART SEAGER.

★

*DECOKES made easy—
with a Black & Decker drill gun and the special kit of abrasive bobs.*

★



Where to Write

Autorobe hook; Cockpit lamp; Magnalite; Bradex and Eolopress fire extinguishers; Driving gloves; Badges; Headrest; Leston's Motor Accessories, 314 High Holborn, London, W.C.2, and elsewhere.

Blackwell Calculators: Metallurgical Works, Ltd., Thermal House, Garston, Liverpool, 19.

Fly Key Chain: Hardy Bros. (Ainwick), Ltd., Ainwick, Northumberland.

Radyot Lamps: James Neale & Sons, Ltd., Graham Street, Birmingham, 1.

Key-Leather: 5 Urswick Road, London, E.9.

Lunox lamp: Pool Clock Co., 45 Farringdon Road, London, E.C.1.

Collite Magnifier: World Wide Distributors, Ltd., 347 Goswell Road, London, E.C.1.

Enbecco driving glasses and map measurers; Sestrel car compass: Stoneham's (Motor Book Dept.), Cheapside, London, E.C.1.

Messko Tyre Pressure Gauge and Luftt Car Compass: Century Optical Co., 167 Tottenham Court Road, London, W.1.

Black & Decker, Ltd., Harmondsworth, Middlesex.

NMC Cigarette Lighter: The Automatic Car Cigarette Lighter Co., Ltd., Candem House, Corsham Street, London, N.1.

Vantona "Patella" Travel Rug: Vantona Textiles, Ltd., Vantona House, 107 Portland Street, Manchester, 1.

Frost Scraper: G.N.C.P., Ltd., 89 Saxmundham Road, Aldeburgh, Suffolk.

Bugatti Model: Graphic Designers, Ltd., 4 Holly Park, London, N.3.

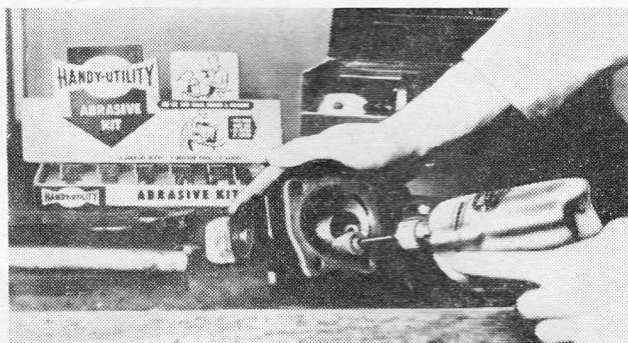
D-type Jaguar Model: J. & L. Randall, Ltd., Merit House, Cranbourne Road, Potters Bar, Middlesex.

Hamilton Route-Reader: M. Papier, Ltd., "Avelon", Maidstone Road, Fooks Cray, Kent.

Key to Drawings



1. This thermometer from Leston's fixes to the outside of the windscreen—it will give warning of icy roads.
2. Badges for your car—they are now obtainable in designs for Silverstone, Goodwood and the Mille Miglia.
3. This Key-Leather demister can be bent to suit the curvature of the glass—ideal for rear windows.
4. Enbecco driving glasses come in a wide range of types—sodium vapour lenses are recommended for night driving.
5. The Sestrel car compass keeps you on the beam—correcting magnets are supplied for accuracy.
6. The Lunox windscreen lamp can be swung in any direction—the rubber cuff prevents back-glare when it is shone through the screen.
7. This plastic scraper is designed to remove hard frost from windows without danger of scratching the glass.
8. Driving gloves are always welcome—net backs and leather palms are the favourite combination.





FLAG DOWN—and the field's away for the 1956 Australian Grand Prix, with Peter Whitehead's Ferrari slewing sideways as it accelerates away.

STIRLING MOSS drove a 250F Maserati to a decisive victory in the 250-mile Grand Prix on the Albert Park circuit at an average speed of 95.9 m.p.h. He also set a new lap record at 100.26 m.p.h., while Jean Behra with a 3-litre Maserati took second place, and Peter Whitehead (Super Squalo Ferrari) third. First Australian finisher was Reg Hunt, who took fourth place with his private 250F after winning an exciting duel with Stan Jones in a similar car.

Several Australians who were interested in buying the machinery of Modena were permitted practice in the sports cars, and it was rumoured that they may drive them in the 25-mile sports car race which preceded the Grand Prix. This did not eventuate, however.

Race day was hot and muggy. Gates opened at 7 a.m., from which time a continuous stream of enthusiasts poured into the Park to claim vantage points on the corners in shade provided by the many beautiful trees. The first event, the Argus Trophy, was due to begin at 1.30 p.m., and an exhibition of speed-boat racing and water-skiing on the lake which the circuit abounds provided entertainment. A small helicopter thrashed overhead, carrying advertising banners for B.P. and Energol. The paddock massed with admirers around the Maseratis, many hoping to see Moss, whose popularity was assured, even in a city in which world records were heroically broken daily at the XVI Olympiad.

The "Argus" Trophy—An Exciting Curtain-Raiser

Thirty-nine sports cars in the hands of Australian residents and sole New Zealander Ross Jensen faced the starter



THE 21st AUSTRALIAN GRAND PRIX . . .

MOSS'S EASY VICTORY

Visitors Run Away with Awards — Race Enlivened by Reg Hunt/Stan Jones Duel

for the eight-lap, 25-mile race. From the drop of the flag it was a duel between the "D" types of Stillwell and Pitt and the Cooper-Climax of Brabham and Patterson, with England's Holden "Ausca" mixing it strongly. But at the bottom of the straight Pitt failed to negotiate Melford Corner, hit the bales and overturned. The car burst into flames, but Pitt was unhurt.

Two laps completed and Stillwell led with Brabham right on his tail, Patterson being a short distance behind, followed by the Ausca, Lex Davison's H.W.M., and Jensen, Whiteford and Phillips, each in a 100S Healey. On lap 3 Brabham just led the "D" type out of Jaguar Corner, the leading pair now being 17 secs. ahead of Patterson's Cooper—rather conspicuous in U.S.A. racing colours, having been commandeered at the last minute from a shipment intended for that country.

By the fifth, Brabham was drawing

away from Stillwell, who had increased his lead on Patterson, and Jensen had wrested fifth position from Davison. On the following lap Davison was 15½

By H. A. C. RUSSELL

secs. behind the Ausca. Sixth lap saw Brabham 4½ secs. in front of Stillwell, and Patterson was farther back, not so dexterous with three broken ribs strapped after last week's accident. These first three cars had already lapped the Cooper Jaguar of John Aldis, whose lack of performance was matched with that of Stan Coffey, lying 13th in his 750A Ferrari. Davison retired, the indicator needle of his oil pressure gauge having dropped off.

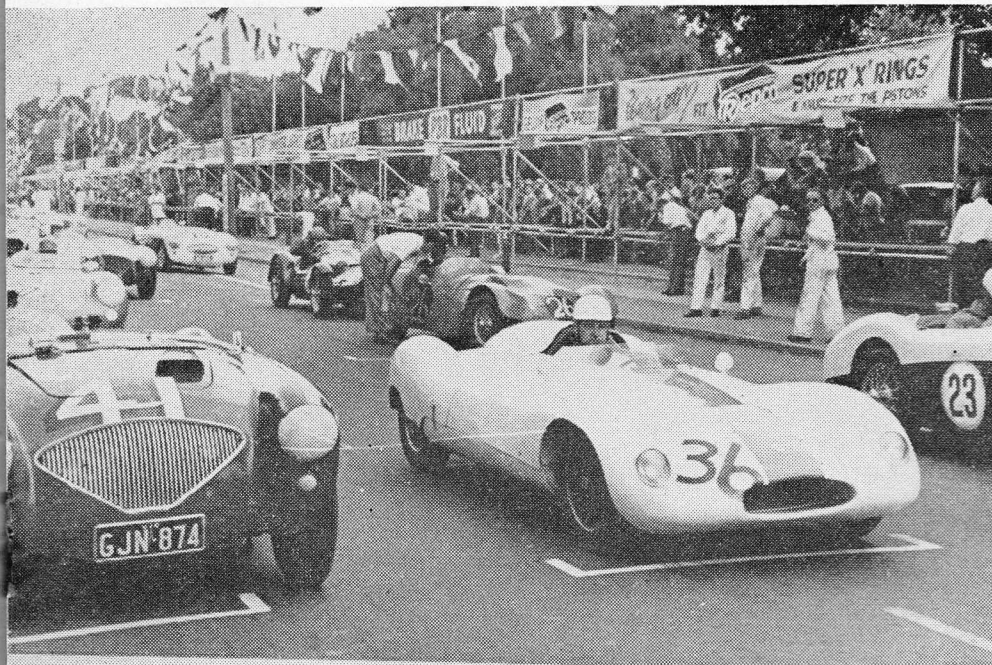
On the following tour Brabham lapped at 1 min. 58.8 secs., and he was

electrically timed at 156 m.p.h. down the straight! He had increased his lead on Stillwell, and both had gained considerably on Patterson, who was followed by England.

The leaders were in this order when the finish flag fell on an exciting curtain-raiser for what promised to be the greatest motor race ever to be staged in Australia.

The Grand Prix

As the cars were pushed to the grid, they were led by the huge massed Australian military band, which had played so impressively at the opening of the Olympic Games. The overcast sky added weight to the exciting atmosphere. The band played before the official enclosure, then marched at measured tread down the straight, over which machines would soon hurtle at speeds up to 160 m.p.h. The excitement of the moment was lost, however, as the band



TRIUMPH for Jack Brabham in his 1,500 c.c. Cooper-Climax came in the 25-mile Argus Trophy race for sports cars. Another Cooper, Bill Patterson's No. 36, seen here, finished third, behind the D-type Jaguar of Stillwell.

★

(Right) The powers who made the meeting possible: Senator Kennelly, chairman of the Albert Park Trust, Mr. W. W. Leech, director of the meeting, and Councillor W. H. Luxton, member of the committee of the Light Car Club of Australia.

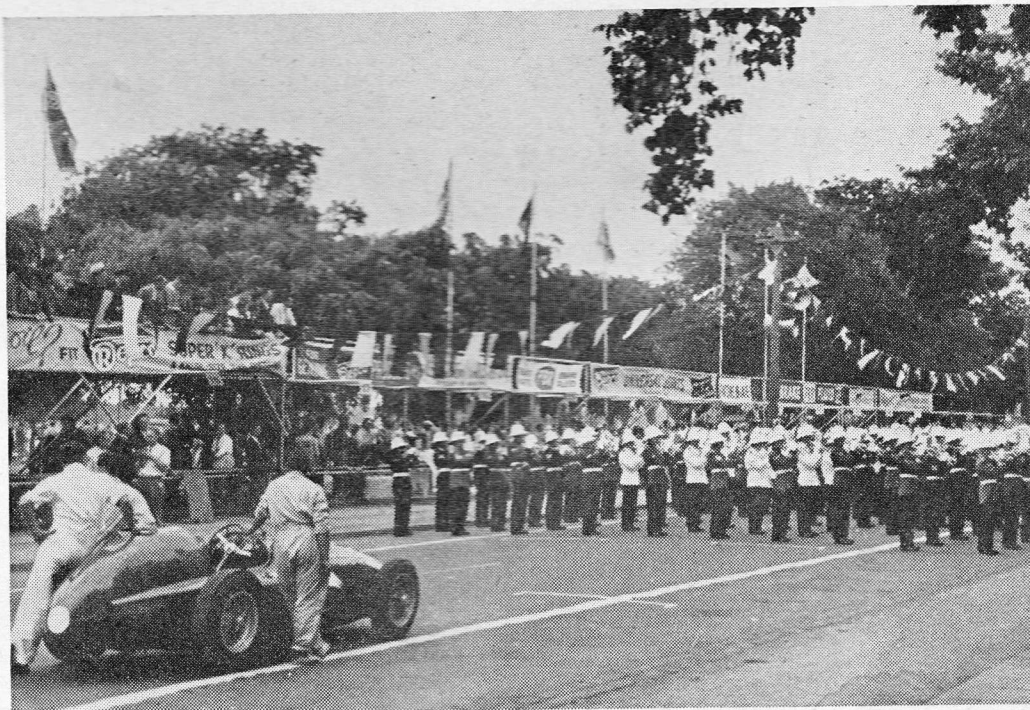


continued around the circuit for over a mile, thereby delaying the start for over half an hour.

It was gratifying to see that Jones had had his 250F beaten into shape again. Behra's car was fitted with a 3-litre motor and there were the similar 2½-litre cars of Wharton and Hunt. Brabham had despatched his car direct to New Zealand. Neal's 2½-litre A6SSG Maserati looked immaculate in British racing green; equally smart were the blue Lago-Talbots of Whiteford and Bailey. Ferrari was represented by the two 3½-litre-engined "Super Squalos" in the hands of Whitehead and Parnell, and Lex Davison's ex-Gaze 3-litre version. Grid positions were:—

Moss (Maserati)	Behra (Maserati)	Whitehead (Ferrari)
Wharton (Maserati)		Davison (Ferrari)
Hunt (Maserati)	Parnell (Ferrari)	Neal (Maserati)
Jones (Maserati)		Whiteford (Talbot)

PRELUDE to the Grand Prix—the Olympic band performs before the Official Enclosure, while Peter Whitehead's "Super Squalo" Ferrari is pushed to the grid.



Ranged behind were New Zealander Clark (H.W.M.-Alta), Gray (Tornado Special), Myers (Cooper Holden), Bailey (Talbot), the Cooper-Bristols of Mildren, Lukey and Smith, McLaughlan (Ford Special), Barrett (Alta), Craig (Alta-Holden) and Hawkes (Cooper).

Italian racing red predominated in this, the greatest line up ever seen in Australia. Rain threatened as zero hour drew near. Wharton fitted the anti spray fins behind the front wheels and the Maserati team had ready wheels with different treads for wet weather, to be fitted after the warming-up lap if thought advisable. Among the many well-wishers, mechanics and photographers around the grid was Bira, in Melbourne to represent his country in the yachting events of the Olympic Games.

At last the track was clear, the cars did their warming-up lap, then marshalled on the starting grid, and an expectant hush fell over the Park.

Down went the flag, and away they went—250 miles (80 laps) ahead of them. Bailey failed to get his Talbot away as Moss led the pack. Lap 1 completed, and the order was Moss, Behra, Whitehead, Parnell, Davison, Hunt, Neal, Jones, Whiteford and Myers. Lap 2, the first three remained unaltered, Hunt fourth followed by Parnell, Jones, Davison and Neal. Lap 3, and Moss was 3 secs. ahead of Behra, while Jones and Neal had each gained one position. Hawkes was in the pits with fuel troubles, whilst the greatest duel of the race began. On lap 5, in fifth position, Jones was right behind Hunt. On the following lap, as they accelerated into the main straight, he was ahead. In the following three laps he built up a lead of 3½ secs. Meanwhile, Wharton, who had been holding eighth position, drew into the pits for a change of plugs.

At 10 laps Moss was 8½ secs. ahead of Behra, 14 secs. to Whitehead, 14 secs. to Jones, then Hunt and a battle between Parnell and Neal ensued for sixth position. Davison was next,

followed by Whiteford and Clark. Hawkes had withdrawn, and Wharton was spending more time in the pits than on the circuit.

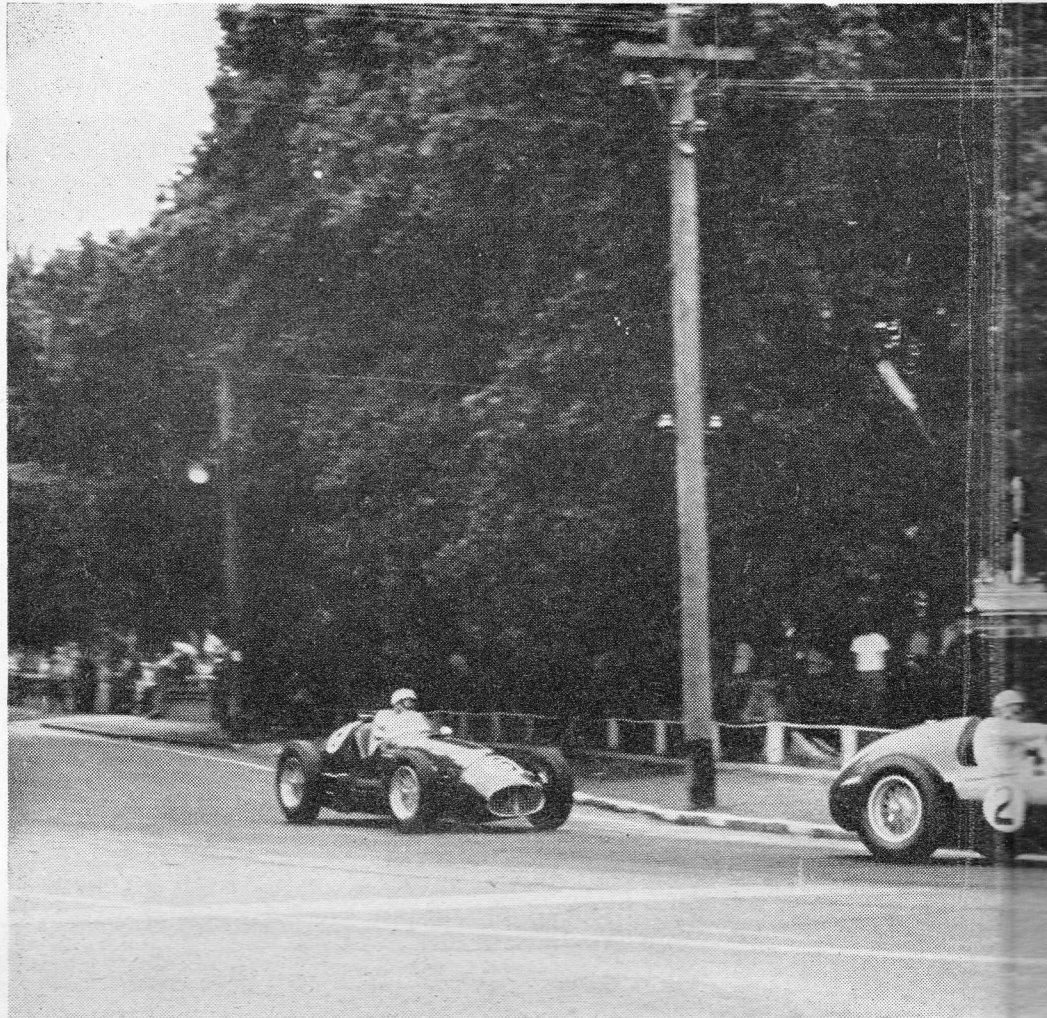
Jones was still holding off Hunt, who was not a car length behind him. The crowd forgot the polished performance of the three leaders, waiting expectantly each lap as the two local lads battled for fourth place. By 20 laps Moss was 18 secs. ahead of Behra, and Whitehead 20 secs. ahead of the two Australians. By this time Moss had lapped all but the next five cars, and Smith had retired with his Cooper-Bristol.

Thirty laps gone, and Moss with his impeccable handling had 26 secs. on Behra, who led Whitehead by 37 secs.; 18 secs. behind him Jones still led Hunt, the two Maseratis locked together; 1 min. 12 secs. behind them Parnell, whose Super Squalo did not seem to perform anything like Whitehead's, had now put 56 secs. between himself and Neal. Mildren and Craig had both retired.

On the 40th lap—half distance completed—Jones was still leading Hunt. But as they accelerated out of Jaguar Corner and down the straight, Jones's car was blowing smoke from beneath the bonnet, and Hunt passed him. Moss was in company with them, and he lapped Jones on that tour, then being two laps ahead of Neal, and three ahead of Davison, still holding eighth position. New Zealander Tom Clark brought his supercharged H.W.M.-Alta in for fuel.

On lap 43 Myers's Cooper-Holden was shedding oil on the track. He was called in, and rejoined after remedying the malady. Hunt was now putting seconds between himself and Jones on each lap. Jones had only a broken oil breather and was determined to finish the race without stopping. On his 53rd lap Moss recorded a time of 1 min. 52.8 secs. (100.26 m.p.h.). By 60 laps only Behra was on the same lap with him. Positions were unaltered, the leading car being two laps ahead of Jones and Parnell, three ahead of Neal and four ahead of Davison. Whiteford had made a couple of pit stops for water, and Myers was finding it difficult to select gears in his Cooper-Holden.

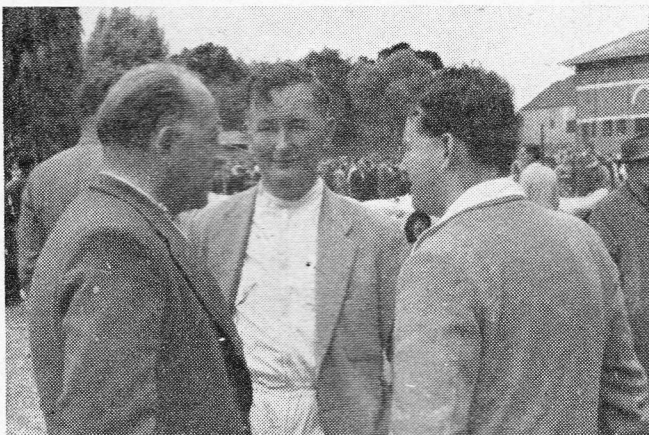
By the completion of lap 70, 66 secs. separated Moss and Behra; there were 81 secs. to Whitehead, 75 to Hunt, 77 to Jones and 78 to Parnell. The only change in position was on lap 64 when



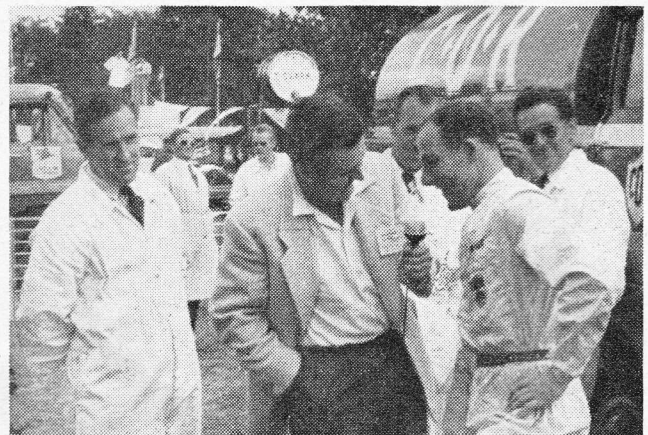
Myers switched to 10th position in front of Barrett's Alta. The majority of the 110,000 paying customers were beginning to wonder why they had come to such a drawn-out affair, the result of which seemed obvious. Their disinterest was dismissed with a sudden downpour from threatening skies, and with it came misfortune. Kevin Neal, about to be passed by faster cars on the approach to Jaguar Corner, braked on the slippery surface. He lost control, struck a brick

wall on the inside of the circuit, continuing, to concertina the Maserati against a tree. A flag marshal was hit, having both legs broken, and a Press cameraman was slightly injured. Neal himself also broke a leg.

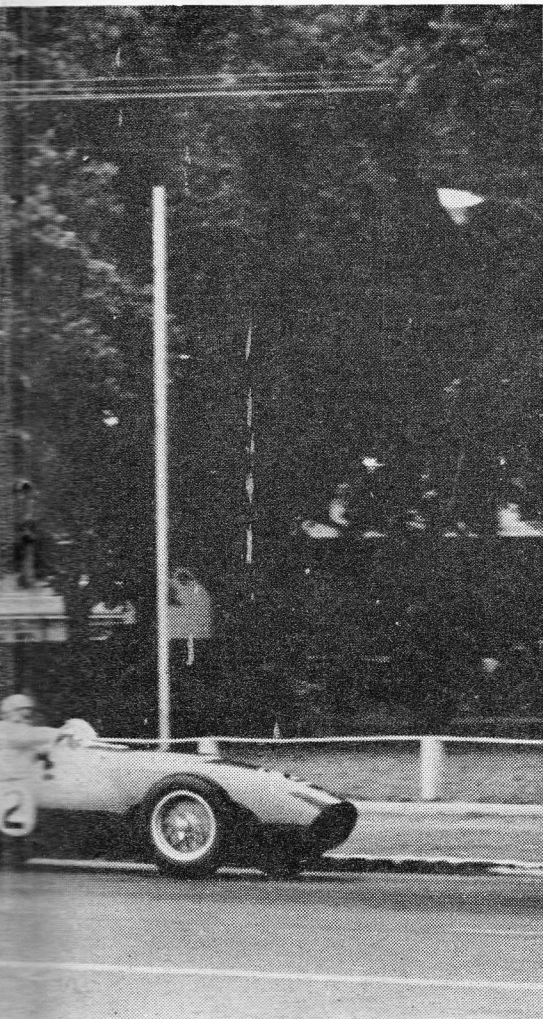
Thus ended Moss's chance of reducing the lap record he had set earlier, and of lapping Behra. The race finished cautiously as the cars snaked dangerously in the wet. The rain at least saved Moss from being mobbed by the public



CHATTING in the Albert Park paddock—Reg Parnell on his last racing trip before retirement, Peter Whitehead, and B. S. (Bill) Stillwell, driver of a D-type Jaguar.



TELLING HIM HOW: Stirling Moss is corrected on his pronunciation of the word "Melbourne" by a radio commentator, during a recorded interview in the paddock.



JAGUAR CORNER: (Above) Veteran Reg Parnell takes his 3½-litre "Super Squalo" Ferrari through ahead of Kevin Neal's ex-Fangio, ex-Hunt 1953 Maserati. It was amongst the trees in the background that Neal came to rest on Lap 73, when lying in seventh position.

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PELTING RAIN in the final stages of the Grand Prix sent spectators scurrying, while drivers tore through in welters of spray. Here is Stan Jones (Maserati) passing the pits at speed. He waged a stirring duel with Reg Hunt for most of the race.

who were always ready to show their appreciation of his mastery.

The meeting left little to be desired, and there is no reason why an annual International event should not be run on this circuit at this time. Capacity crowds of well over 100,000 are assured, despite the adverse publicity of newspapers which confine their reports to the full details of accidents only.

PROVISIONAL RESULTS

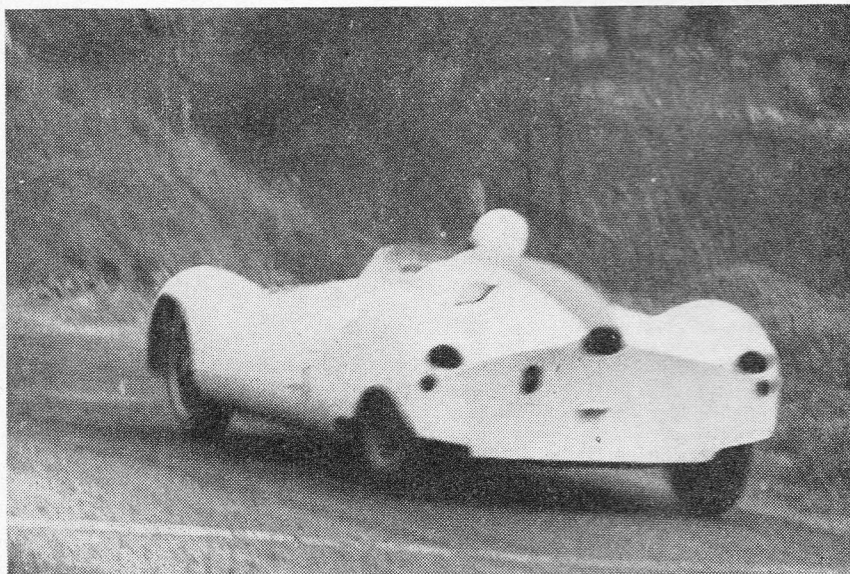
Australian G.P. (Formule Libre), 80 laps, approx. 250 miles: 1, Stirling Moss (2.5-litre Maserati), 2 h. 36 m. 18 s., 95.9 m.p.h.; 2, Jean Behra (3.0 Maserati),

2 h. 38 m. 27.4 s.; 3, Peter Whitehead (3.4 Ferrari), one lap behind; 4, Reg Hunt (2.5 Maserati), two laps behind; 5, Stan Jones (2.5 Maserati), three laps behind; 6, Reg Parnell (3.4 Ferrari), three laps behind; 7, Lex Davison (3.0 Ferrari), five laps behind; 8, Doug Whiteford (4.5 Talbot), eight laps behind.

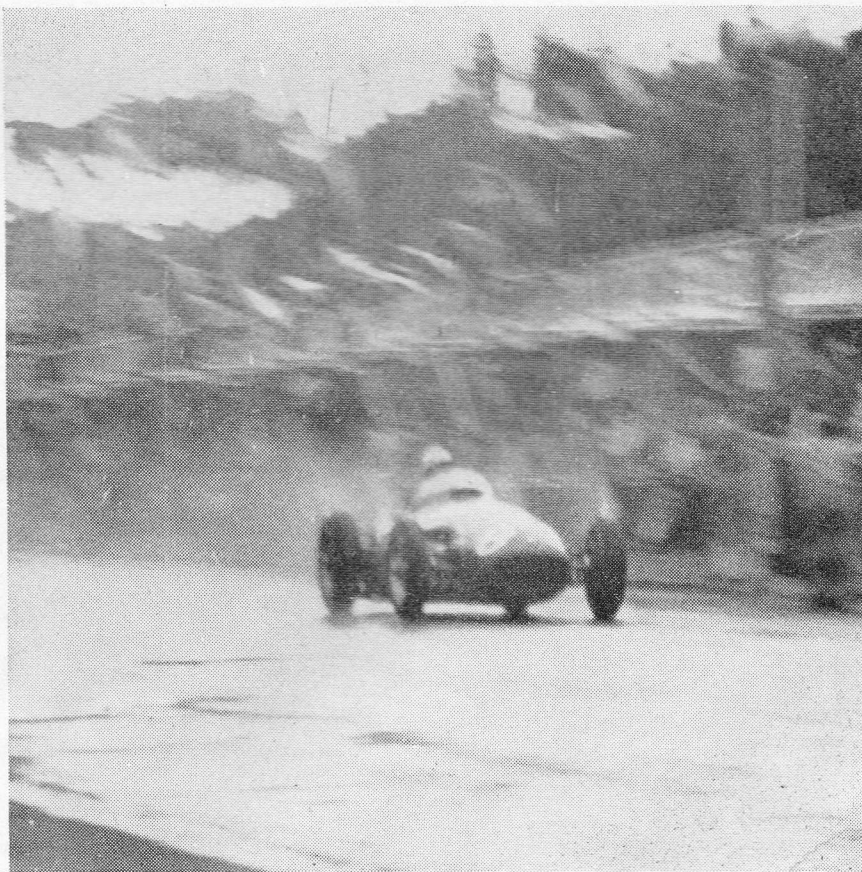
23 starters; 12 finishers.

Fastest lap: Stirling Moss, 1 m. 52.8 s., 100.26 m.p.h. **New circuit record.**

The Argus Trophy. Sports Cars (8 laps, 25 miles): 1, J. Brabham (Cooper-Climax), 16 m. 34.4 s.; 2, B. S. Stillwell (Jaguar D); 3, G. W. Patterson (Cooper-Climax). **Classes Under 1,100 c.c.:** D. E. Jolly (Decca Sp.); **1,101-1,500 c.c.:** G. W. Patterson; **2,701-3,000 c.c.:** S. F. Coffey (Ferrari); **Open:** B. S. Stillwell.



ARGUS TROPHY third-place winner was Bill Patterson in this 1,500 c.c. Cooper-Climax originally destined for U.S.A. and hence finished in blue and white.



CASE HISTORY OF THE MASERATI

The Modest Beginning of a World-Famous Italian Racing Marque, and its 30 Years of Evolution

By **NORMAN SMITH**

IRONY plays a great part in all our daily lives, and in the motor racing sphere ironic situations crop up with much the same astonishing frequency as they do in the larger world outside cars and car racing, and it is indeed an irony of fate that the name Maserati holds such a position of high esteem in British motoring circles.

You see, many years ago, in 1924 to be precise, one Alfieri Maserati, Italian driver of an Italian Diatto machine, irritated the British Sunbeam team and their followers at the San Sebastian Grand Prix race by his pointed condemnation of their car and of its marked similarity to the famous Fiat racers of the era. As the same designer had had a hand in the building of both cars this was not unnatural and the Italian driver's skits—he might have been excused had he been one of the day's "aces"!—were taken none too kindly by the British representatives at San Sebastian. However, time, that mighty eraser, has forgotten and forgiven Alfieri

Maserati his derogatory remarks about our Sunbeam racers, and in 1956 the cars that today bear the Sign of the Trident and which he, again ironically, first devised out of the Diatto, are undoubtedly the best loved and respected of Continental racing machines operating on the British circuits of modern times.

Alfieri Maserati was one of five brothers, Carlo, Ettore, Bindo and Ernesto being the others. He was the head of a small firm at Bologna in Northern Italy that bore his name, and made amongst other things sparking plugs, a sparking plug that in the '30s became quite popular amongst Italian motorists, although the firm in its infancy was not concerned with the manufacture of cars, racing or otherwise. Alfieri Maserati's love of motor racing—an Italian characteristic!—found its outlet in driving the racing car of the Diatto factory and he drove one in the second Italian Grand Prix, run at Monza in 1922. Eventually he so modified the Diatto that it became almost a one-off special, and two years after the San Sebastian episode Alfieri Maserati had divorced himself from his Diatto connections and began to race his car as a Maserati pure and simple.

As far as can be recalled at this interval of time the marque Maserati competed in its first race in the 1926 Targa Florio, over the wild and mountainous Madonie circuit in Sicily, and in such company as Costantini, Minoia, Conelli and Materassi the 1,500 c.c.-engined Bolognese racer and its owner-designer-driver must have seemed small fry indeed. Yet the merit of Maserati's challenge to the big guns can be judged in a comparison of his and the winner's time for the 336-mile five lap race, "Meo" Costantini scurrying his blue Bugatti over the distance 1 hr. 16 mins. and 26 secs. quicker than Maserati, whose actual running time of 8 hrs. 37 mins. 11 secs. made him ninth—and the first 1,500 c.c. finisher. He had three cars behind him on time and speed, all Bugattis, whilst 21 machines did not even equal the Maserati's feat of finishing.

Having established the fact that his machine was basically sound, Maserati's

next step was, inevitably, to reproduce his prototype in the same, or improved, form and, once built, to race them as finance and/or inclination or success dictated. This plan of action he put into practise in the summer months of 1926, the September races at the Monza speedway (the Italian Grand Prix and decider in the 1926 World Championship) offering him his first chance to race his cars in a major International Grand Prix.

Run on 5th September that Italian Grand Prix drew a very poor field; so poor, in fact, that the 1,100 c.c. class ran concurrently with the Grand Prix cars, but amongst that field the spectators beheld two eight-cylinder supercharged 1,500 c.c. Maseratis. They were driven by Alfieri Maserati and Emilio Materassi, and, both mechanically and in appearance, they clearly betrayed their Diatto ancestry. Neither car had an opportunity to prove if the promise of the Targa Florio was more than a flash in the pan, for both suffered serious supercharger trouble that ended in retirement, without either doing 40 miles.

Fortunately for motor racing history the debacle of Monza didn't blunt Maserati's enthusiasm and in an event at Bologna of a type unusual to Italy, Maserati scored a success when Emilio Materassi drove his 1,500 c.c. car over a flying kilometre at just over 104 m.p.h. to win the 1,500 c.c. class of the Bologna speed trials, this achievement, relatively unimportant as it was, doubtless giving them the encouragement needed to carry on with their plans.

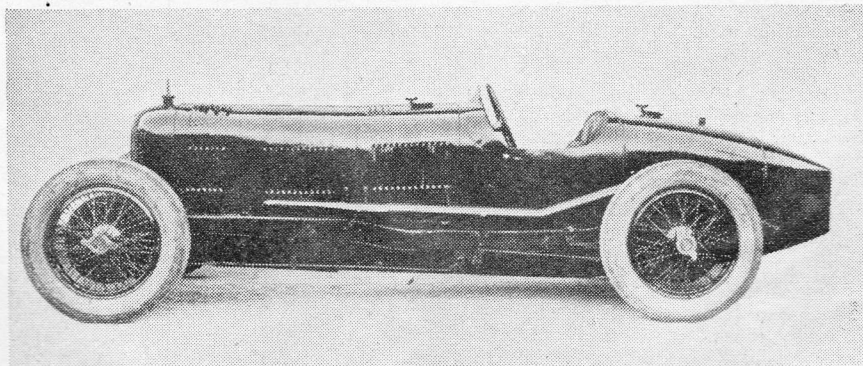
When the 1927 season commenced Alfieri Maserati returned to Sicily with two 1,500 c.c. racers, and this time his reward was the knowledge that the name Maserati would at least go down in motoring records for all time, for he scored their first-ever place in an International race by finishing in third position behind a couple of Bugattis, one of which—the winning car, too—was driven by his colleague of the ill-starred Monza race of the previous September, Emilio Materassi. This was indeed the making of the Maserati as a racing car, and before very long Maseratis were winning the smaller Italian races that are

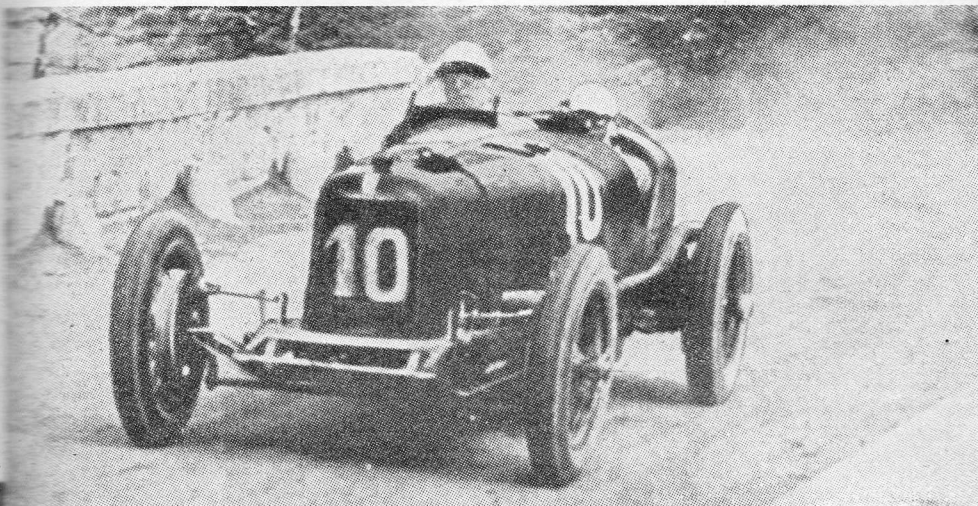


OLDEST of the five Maserati brothers was Carlo, seen above, in 1898, as one of Italy's pioneer motorcyclists.

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PREDECESSOR of the first Maserati was this Grand Prix Diatto, largely built by Alfieri Maserati, which ran unsuccessfully at Monza in the 1925 Italian G.P.





run every season in such prolific numbers. That always important first victory came in the 1,500 c.c. class of the Tripoli Grand Prix, Alfieri Maserati beating two Salmsons to score a 70 m.p.h. success and netting third place in the Grand Prix proper as well. Soon further joys cheered the Fratelli Maserati, for one Borzacchini (who drove the third place Salmson at Tripoli) chased two Bugattis into third place in the Coppa Ciano at Leghorn. Then a certain Tonini won the 1,500 c.c. class in the Coppa Acerbo, actually finishing second to Campari's Alfa Romeo in the big car race, a queer coincidence indeed for Campari (Alfa) also won the 320-mile Targa Abruzzo sports car race from Tonini's Maserati, both events being fought out over the long Pescara circuit on the Adriatic coast. This self-same year of 1927 brought Maserati's first race outside Italy, one car going to Spain for the Spanish Grand Prix race, but the journey was fruitless, the Mas. managing three poor laps, the driver's identity, perhaps wisely, being veiled in mystery.

In 1928 the International Grand Prix formula of 1926-27 was withdrawn, but despite the existence of an agreed formula for 1928 Grands Prix it was almost universally disregarded, with the result that what amounted virtually to *Formule Libre* racing came along, the perfectly natural effect being that engines gradually grew bigger. Maseratis, of course, with a growing national reputation, had perforce to follow this trend and in the 1928 Targa Florio, of the six Maserati cars that started, five were in the 2,000 c.c. class. These may conceivably have had the 1,500 c.c. engines bored out over the 1,500 c.c. class limit, as it is known that the new 1,700 c.c. 1928 model Maserati definitely ran at Monza in September, which would have been a logical race in which to make a *début*. However, to return to the Targa, none of the six Maseratis had any luck but an historic combination arose from the Sicilian classic for amongst the 1½-litre Maser. drivers was a swarthy young man by the name of Luigi Fagioli, destined to carry their

ON THE LINE for the 1928 Targa Florio on the famous Madonie circuit in Sicily is the 1½-litre Maserati of the amateur driver the Marquis de Sterlich. Behind is one of the numerous Bugattis which competed.

colours in many a hard-fought race in the future.

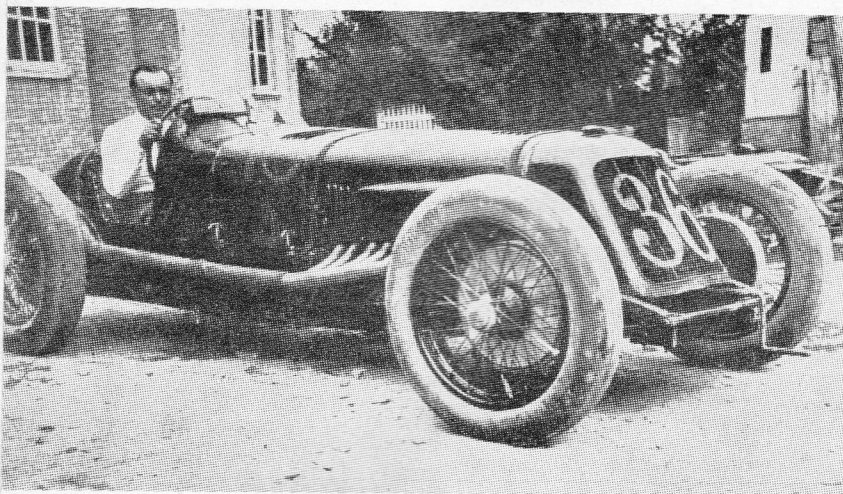
Although the 1,500 c.c. car was to play second fiddle to its bigger brothers (at least for a number of years) it did have its successes in 1928, for Ernesto Maserati won the 1,500 c.c. class in the Coppa Acerbo at 66.45 m.p.h., setting a new record for the class. Fagioli occupied third place at Pescara to his boss, whilst Borzacchini earned a second and Ernesto Maserati a third in the Susa-Mont Cenisio hill-climb. But at Monza in September, for the 1928 Grand Prix d'Europe, all the Maseratis sported

NEWCOMER to a racing world of Bugattis and Alfa Romeos, the Maserati made its *début* in 1926. Here are driver Ernesto Maserati and mechanic Guerrino Bertocchi in the 1,500 c.c. machine, during one of the epic Targa Florio races.

1,700 c.c. engines and the upward climb, both in engine sizes and the firm's reputation, had started although the four team cars in the tragic 1928 European Grand Prix (drivers Borzacchini, Fagioli, Ernesto Maserati and Alfieri Maserati) came away empty handed!

For the next racing season (*i.e.*, 1929) the firm built and raced, again principally in Italian national races, a full 2,000 c.c. engine machine, a machine whose squat looks recalled the 1,500 c.c. Talbot of 1927, but suggested even greater strength and speed. One could not, however, term the Maserati activities of 1929 as constituting a "works" racing team, as in the opening race of the year (the first Monaco G.P.) it was the independent driver who represented them, using 2-litre machines, both of the private entries in this then unique race failing to stay the distance. When the Maserati brothers *did* put their own representatives into the field matters improved considerably. At Alessandria (the Bordino G.P.), Tripoli and the Targa Florio the dashing and impetuous Borzacchini was extremely prominent, scoring a second place in the Bordino race and a second in the Tripoli event, while in the Sicilian race he actually





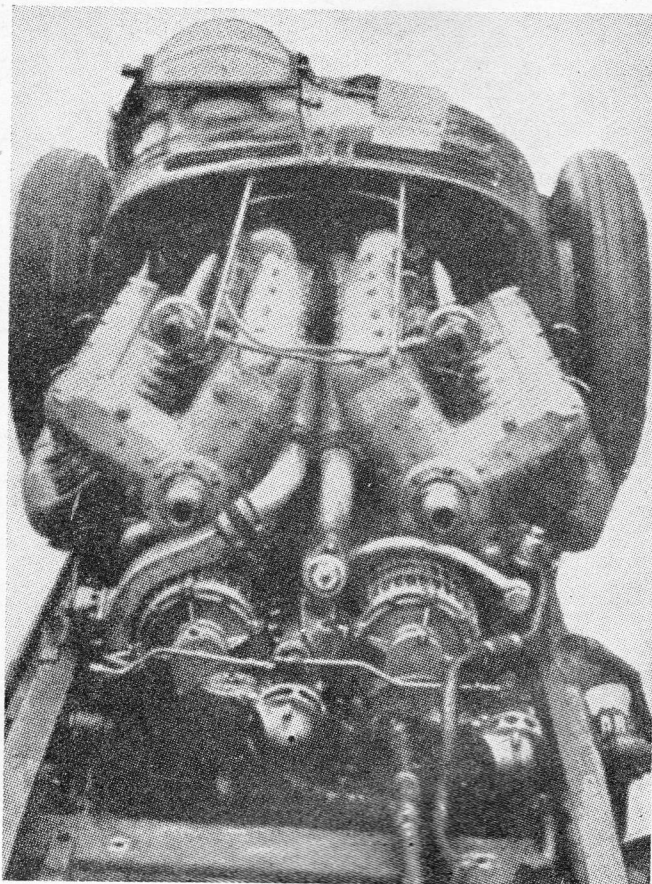
broke the previous lap record on his first lap. Alfieri's younger brother Ernesto (he was, perhaps, the best driver amongst the Maserati brothers) lent Borzacchini admirable support in these events, for he finished third at Alessandria and third in the Circuito di Cremona, on both occasions using the low-slung 2-litre, a picture of which, cornering in the Cremona race, still remains an outstanding memory of those years.

Mention of the Circuito di Cremona, one of the smaller and therefore more obscure Italian races, held over a fantastically fast 25-mile circuit on 1st July, brings into our story a unique Maserati, the legendary "Sedici Cilindri", that must, more than anything else, have trumpeted the name Maserati to the four corners of the world, especially after its performance on that hot, sunlit, first Sunday of July. The "Sedici Cilindri" was, as its name implies, a 16-cylinder, but a 16-cylinder with a difference, for the Fratelli Maserati had taken TWO supercharged 8-cylinder two-litre engines, mounted them side by side, coupled them together—and there it was! Naturally the completed car was larger in all respects than its original smaller brother, and the monster was always a handful to those courageous enough to slide behind its steering wheel. Its construction was fully justified at Cremona, for although it didn't finish the race the 16-cylinder Maserati was officially timed over 10 kilometres at 152.9 m.p.h., the fastest speed ever recorded at the time on the road, and

FABULOUS in contemporary racing history was the Maserati 16-cylinder—the Sedici Cilindri—seen above with Borzacchini at the wheel before the 1929 Cremona meeting, when he clocked a record speed of 152.9 m.p.h. over a flying kilometre.

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(Right) How the two straight-eight 2-litre engines were installed side-by-side in the chassis. Each had its own supercharger and ignition system, the two crankshafts being geared to a single four-speed gearbox.



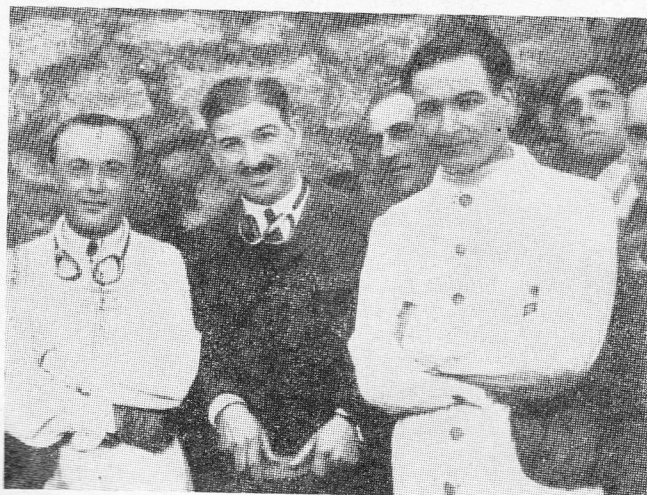
incidentally the first time an International record had ever been made on Italian soil. The driver credit for this astonishing record, put up in the course of the race, is always given to Borzacchini (whose christian names seem to be Baconin Mario Umberto) yet the day's fastest lap went to Alfieri Maserati on the same car, at an amazing—remember it's 1929!—124.4 m.p.h., surely again the fastest road race lap recorded up to that time! How this came about, that Borzacchini on one hand and Alfieri Maserati on the other, each achieved the aforementioned figures with one car is a question, but the cheerful Italian custom of interchanging team drivers, not common alone to the present day, would seem to offer the simplest and easiest answer.

The Italian Grand Prix should have

★

PERSONALITIES in the "Trident's" early days—l. to r.—Baconin Borzacchini, and Ernesto and Bindo Maserati.

★



been run at the tail end of the 1929 season, but in its place was substituted a *formule libre* Monza Grand Prix of heats and final, and in all a total of six different Maseratis, from the 8-cylinder 1½-litre to the big 4-litre 16-cylinder arrived at the famous Milan speedway to take part in what turned out to be a day of very high speed. The full 10 kilometre course was not used; instead a variation of 2.8 miles was tried, and on this abbreviated circuit, at a guess roughly the same in outline as the Monza of 1954, a lap record was made that still remained in 1954 the fastest official lap ever recorded at Monza. The car that did this best lap of the day was the 16-cylinder Maserati, driven by Alfieri Maserati yet, despite his lap speed of 124.2 m.p.h., neither he nor any of the cars that bore his name had the satisfaction of a victory that day. True he only failed by ½ of a second, but fail he did. Alfieri's sole consolation for Monza must have been the knowledge that at least he'd built a racer that was faster than any other racing car, if Cremona and Monza were taken as proof!

In the ensuing winter months after Monza, besides attention being lavished on the 16-cylinder, a new full Grand Prix racer was conceived, maybe just a larger version of the 2,000 c.c. job of 1929 but none the less the 2.4-litre "eight" of 1930 was new in a general progressive fashion, although it bore the Maserati hallmark in its outward appearance. The 1930 vehicle was obviously designed for a serious attempt at major Grand Prix racing, and an almost full works team was sponsored although it could not be on as grand a

(Continued on page 774)

NEW WINTER SAFETY TYRE GIVES MORE MILES PER COUPON!

Don't waste your petrol sliding about dangerous winter roads on spinning wheels and unsuitable tyres. Go safely, surely, over the most treacherous frozen or slippery surfaces on the Avon WINTER SAFETY tyre. Its deep-cut, self-clearing tread will not clog or lose its grip come ice, snow, mud or slush. Remember, every gallon of your ration must yield maximum mileage . . . WINTER SAFETY with its non-slide traction will see that it does! And you gain all round — because with WINTER SAFETY you get a premium grade tyre at a standard price.



The Motor says of a comparative test on a trials hill in winter conditions, "With normal tyres the car came to rest after about three lengths: with the Avons fitted, a non-stop climb was made and later repeated from a standing start!"

STEER WITHOUT FEAR THROUGH SNOW, ICE, MUD AND SLUSH

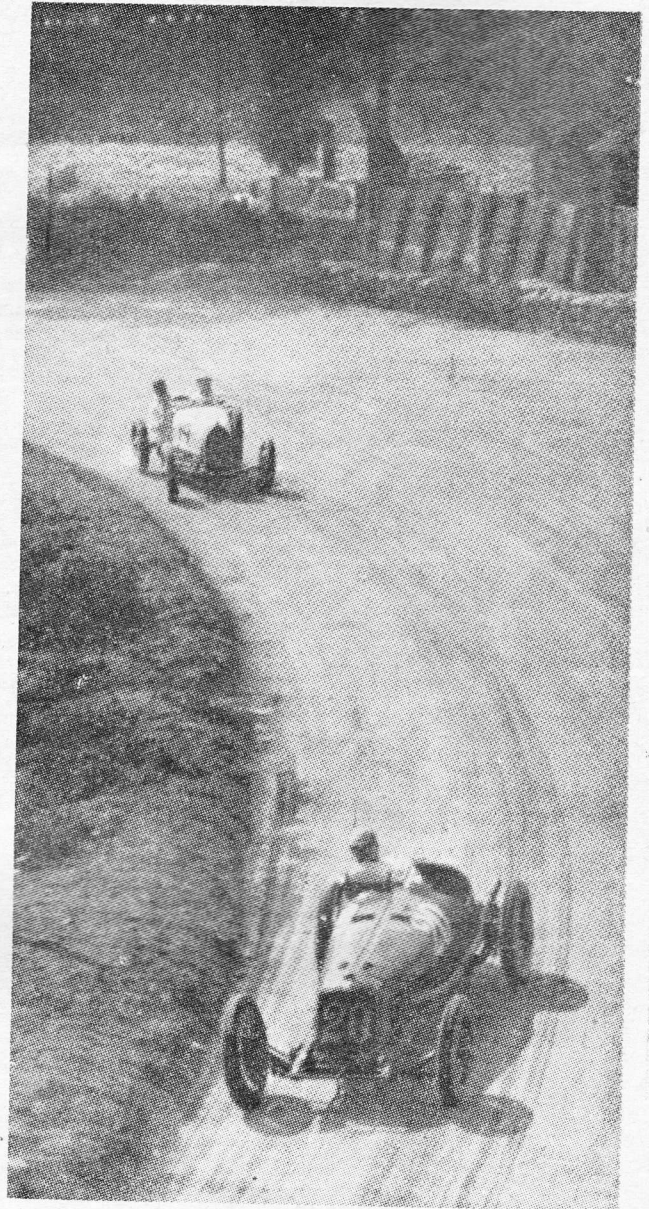
Maserati—continued

scale as the contemporary Bugatti and Alfa Romeo factories, Maserati securing the services of Borzacchini, Luigi Arcangeli and Luigi Fagioli to aid Alfieri and Ernesto in their first real attempt to break into International racing. That this new approach to the game was going to pay dividends was soon revealed, for out of their first three Italian races alone came two outright wins, and when the year ended Maseratis could look back on a total of SEVEN victories!

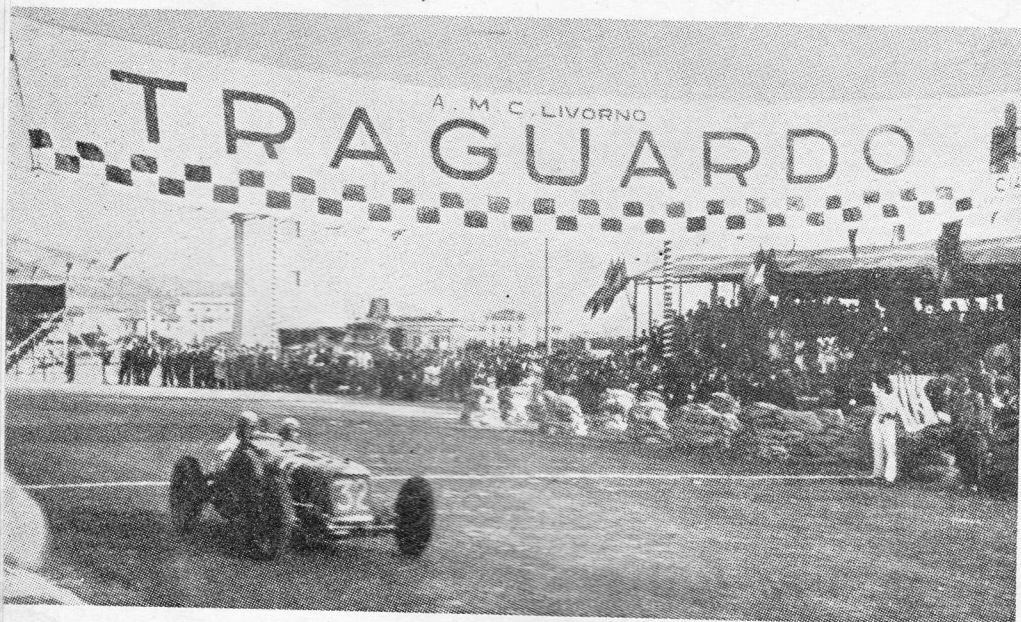
The first of the seven was at Tripoli where Borzacchini won with the 16-cylinder, the second was at Rome when Arcangeli (2.4 litres) beat full Bugatti and Alfa works teams, and the third was at Montenero when Fagioli (2.4) won the Coppa Ciano. Following the Coppa Ciano and prior to the next race, the Coppa Acerbo at Pescara, Achille Varzi came over to Maseratis from Alfas, Borzacchini more or less trading places with him in the Milanese line-up. Varzi's arrival in the Maserati ranks signalled a new phase for the rest of that year, the saturnine Achille racing (literally!) to a record speed victory in his first drive for them at Pescara—in the Coppa Acerbo. Next he took (though only by $\frac{1}{8}$ sec. in a Maserati 1-2-3!) the Monza Grand Prix, and he finished in a blaze of glory with a third victory in the Spanish Grand Prix, a victory that was once again distinguished by those magic words—at record speed and with a new lap record for the course! And the unaccounted for seventh victory was gained by Luigi Fagioli in the Circuito di Avellino, the runner-up place in this event incidentally falling to Arcangeli, the Maserati victor at Rome, but this time Alfa mounted.

Two very significant features stand out from Maserati's 1930 programme: his few failures (one was at Indianapolis in the 500 Miles race when Borzacchini drove the 16-cylinder, minus its blowers and most of its power) and his quiet introduction of an 1,100 c.c. machine. This latter model which, presumably, made its debut at Pescara in the 1,100 c.c. class, when Alfieri Maserati was second and Luigi Fagioli third, was to pave the way for a long line of small Maserati racing cars that were to uphold the firm's name and reputation in those

BUGATTI IN CHASE: Ernesto Maserati (1.7-litre Maserati) leads the Swiss driver Lepori around a fast right hand bend on the Tre Fontana circuit, during the 1929 Rome Grand Prix.



STAR ASCENDANT Luigi Fagioli scoring his first important victory—the 1930 Ciano Cup race over the Montenero road circuit outside Leghorn—driving a works 2.4-litre Maserati. Fagioli led the Maserati team in 1931 and 1932, then left to join Alfa Romeo and, subsequently, Mercedes-Benz.



dark days when their larger Grand Prix brethren were being constantly humbled by the white "Silver Arrows" from Germany.

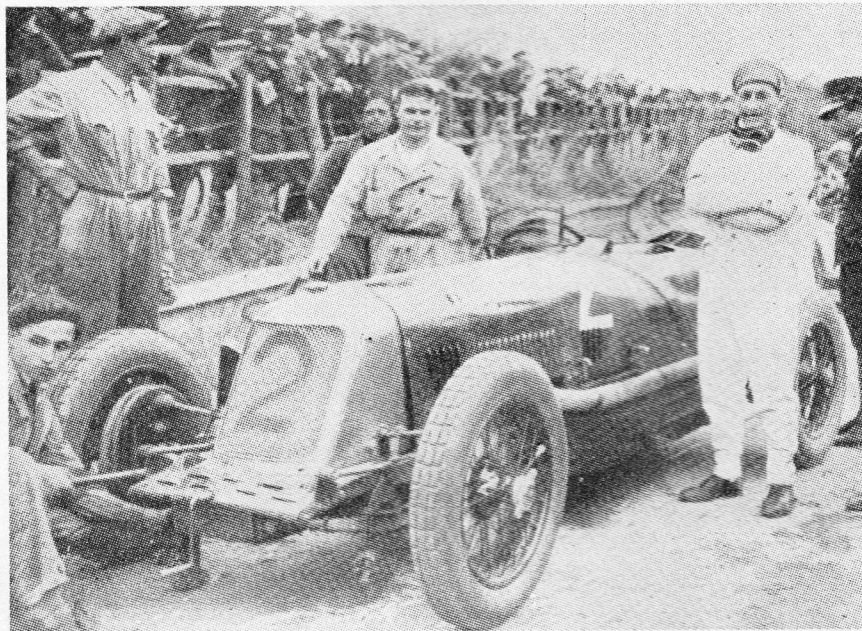
For a small, almost family, business, as indeed it really was, the Maserati firm's cars had come a long way since their first beginnings as a modification of the Diatto, and just as Grand Prix racing boomed in the very early 1930s so did both the fame and the production of the Maserati works at Bologna. Thus, when 1931 arrived, they plunged into the new season with still more irons in the fire, adding sports versions of the 2.4-litre G.P. car and the 1,100 c.c. voiturette to their range, and by the time the year had run its course the Grand Prix car had become a 2.8! Not being able to afford a full works team (normally their policy was we'll build any type of car you want if you'll buy it) they had lost Achille Varzi to Bugatti, but in his stead they got René Dreyfus to support the faithful Fagioli, Italian drivers of lesser repute (Biondetti, Gherzi, Parenti and so on) being called upon as the situation demanded to lend a hand. Numerous minor Italian and Continental drivers, however, bought

FIREBRAND amongst drivers in the 1929-1931 era was Luigi Arcangeli, seen at Rome, 1930, where he won the Grand Prix for Maserati with their latest 2.4-litre car. This model gained five victories in International events that season, including the Coppa Acerbo and the Spanish G.P.

Maseratis of their own to race as independents, but undoubtedly the most famous private purchaser of a 1931 model Maserati was Britain's own immortal "Tim" Birkin.

Fagioli and Dreyfus, using the 2.5-litre Grand Prix car, shared the brunt of the work—and work it was, for the car was not the best of roadholders—on behalf of the factory and if they failed to reproduce the success of 1930 they could hardly be blamed, for 1931's competition was much keener. Nevertheless they were always a threat and the record books show that Fagioli was their most successful driver, with one win (Monza), three seconds, a third, and two fastest laps. As far as the major Grands Prix were concerned, Maseratis were not ready for the Italian and they skipped the Belgian to concentrate on the German classic on the Nürburgring, their cars actually taking part in the Monaco, French, German and Monza Grands Prix, the enlarged 2.5 litres (to 2.8 litres) coming out for the final race, the Monza Grand Prix. The 2.5-litre thus scored in 1931 a second and a fastest lap at Monaco (Fagioli), a third and the fastest lap at Montlhéry in the French G.P. (Biondetti/Parenti the former, and Fagioli the latter), failed on the Nürburgring, and then gracefully gave way as first string to the bigger 2.8, which swept the board on its début. Both Fagioli and Dreyfus had them at Monza and with 1-2 in the heat and Fagioli's victory in the Final (at 96.6 m.p.h.) the description "a clean sweep" is indeed apt, the one blot on an otherwise perfect day being Dreyfus's retirement with a broken piston. The most interesting Maserati on view in this meeting was probably Klinger's new 4-cylinder 1,100 c.c. car, for although its performance was hopeless it was indeed an important model, being the first of the Maserati voiturettes that have since led, by long and continuous development, to today's Grand Prix model.

In the not so grand Grands Prix of 1931 the marque had numberless places,

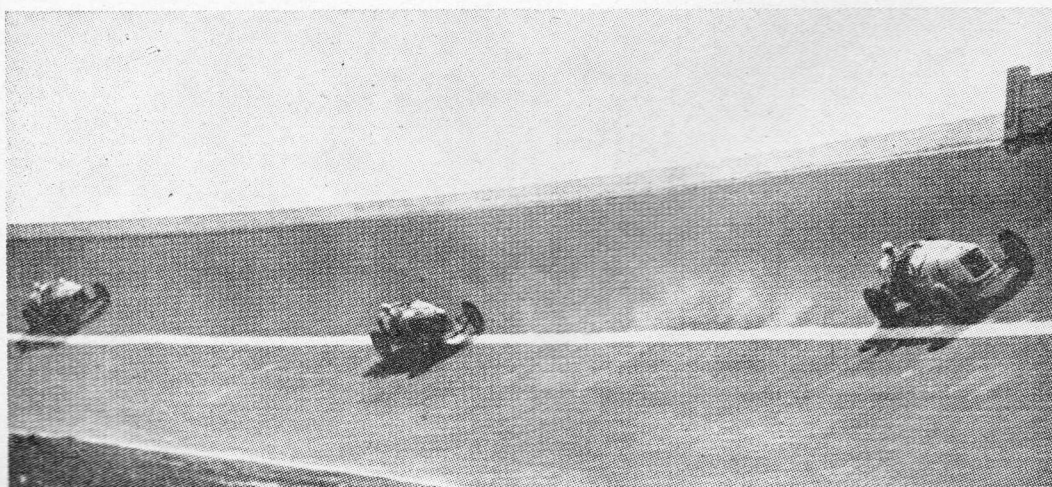


but wins were not so common, the one and only outright victory apart from those races mentioned in the last paragraph being the Prix Royal di Roma on the Littorio track, when Ernesto Maserati led Dreyfus and Biondetti to a neat 1-2-3 placing, a most gratifying achievement, for 1-2-3 victories were a novelty at Bologna in those days. Incidentally the monstrous 16-cylinder was once again used in this race—and it won!—for it was this car that Ernesto drove, the second and third cars being the normal 2½ litres. Ernesto had a second drive in the 16-cylinder in 1931, by the way, at Monza, in the first heat of the Monza G.P., but in direct contrast to his Rome performance he was LAST!

Tim Birkin's Maserati, however, cannot be passed over without mention for although his 1931 Continental excursions with the car were fruitless (fourth at Montlhéry, 10th at Nürburg), at dear old Brooklands he set an absolute Mountain record on August Monday, and won the Mountain Championship at the October meeting, putting the lap record up to 75.21 m.p.h. In other hands than Tim's, this machine continued in later years to make history on British and European courses for a long long time.

Of the other machines in the Maserati range, the 1,500 c.c. and 1,100 c.c. racing cars claimed a small measure of success, but the sports 2½-litre model, as run at Phoenix Park and Ulster, was merely moderate, the T.T. being a flop as far as the Mas. was concerned. Campari, however, brought his Maserati into second place in the large car race in Dublin's Irish Grand Prix, a feat all the more meritorious as Birkin's winning Alfa threw a stone at, and broke, the huge Italian's goggles. Maserati's best performance in 1931 in the sports car field was actually made in the Mille Miglia, for they won the 1,100 c.c. class at 82.55 k.p.h., the smaller cars as ever being outshone by the "glamour" of the ace drivers in the unlimited class, this 1931 race being that won by Caracciola's Mercedes, one of the greater of motoring sport's epic drives. The two drivers of the winning 1,100 c.c. Maserati were Beppo Tuffanelli and Guerrino Bertocchi, two more names that were to have long and successful associations with the Maserati marque. Their success in the Mille Miglia was, however, not actually Maserati's début in this particular race as a year previously, in 1930, Arcangeli's car had led for quite a long distance before retiring.

(To be continued)



★

HAPPY HUNTING GROUND for Maserati was the Rome Grand Prix. This 1931 scene shows two Maseratis leading an Alfa Romeo on the banking of the Littorio circuit which came into use that year. Outright race winner was Ernesto Maserati in the 16-cylinder car.

CORRESPONDENCE

Support for Connaught

JOHN WEBB'S appeal for support for Rodney Clarke deserves all the publicity it can get and I hope and pray that many more than 500 of the lads will remember the season of the year and lend their support to this scheme so that we can truly say Happy Christmas and a Prosperous New Year to Send.

Some few years back I was a regular contributor to your correspondence columns on this very same subject coupled with the need for a real British engine. I think we have more than one good motor now, but as always it is the shortage of folding money which limits activities so drastically.

May I conclude by wishing this venture every success and by saying, "Come on—write to John Webb today, now." I have.

EVEESHAM, WORCS.

P. DENDY.

A British Gran Turismo

I ENTIRELY agree with your Editorial of 7th December concerning the Gordini-designed Renault for the Grand Touring market. Surely one of our major manufacturers could sign a contract with a brilliant engineer such as Colin Chapman, to design such a vehicle? It has always been my belief that there is a ready market for a "Lotusized" version of the Anglia, Minor or Standard Ten.

KNOWLE, WARWICKSHIRE.

H. T. DONOVAN.

Trials

I AM so sorry to read that the well-known trials driver J. S. Jenkins is annoyed with me for criticizing his pet pastime. So annoyed, in fact, that he rushes into print without digesting my letter properly.

I did state that there were a few exceptions to the rule in spite of the current formula, and went to the trouble of going into detail over one particular trials car. Maybe there are other cars that are the exception, including your correspondent's own vehicle. But I still say that trials cars, in general, are not suitable for normal road work and their "steerability" leaves a lot to be desired at even moderate road speeds.

Maybe Northern trials cars do achieve 80 m.p.h., I don't know, I haven't seen them, but I would go a long way, and at considerable cost, to see the average Southerner's trials car doing 80 m.p.h., and I think most of the Southern stars would admit they'd be "frightened to death", that is assuming they had enough steam and a high enough gear to achieve this remarkable speed. Another thing, 80 on a sprint course, which is usually a flat, wide open stretch of disused airfield, is totally different to the average road with curves, adverse cambers, patches and pot holes.

No, Sir, I have not ridden in a current trials car, but I have followed many, from the start to the first section and in between sections and have observed their weird steering qualities.

I have, on the other hand, driven short wheel base Ford 10 Specials and note that they suffer the same disease as all transverse sprung, beam axle, small Fords, when driven at any respectable speed. As the motoring testers say, "Like driving on a tightrope", or a continual tendency to wander.

If the R.A.C. representatives used the Dellow as a basis for the present formula, then it is a pity they didn't observe its weight and size and rigidly enforce it. If that had been the case, then we shouldn't now have the mountain goat on wheels type of vehicle, and impecunious enthusiasts, including myself, who can't afford a respectable road car and a special, could have a chance to participate in trials with a more civilized dual purpose car.

I can remember a few seasons ago when a Dellow won the Trials Championship. A similar car would not reach the start of some of the stupid sections used nowadays.

Replying to Norman Coates, he states that all cars have to pass the R.A.C. scrutineers before being allowed to start. Providing the chassis, axles, brakes, steering gear, tyres, etc., are sound, then it's O.K. to start, but that does not necessarily make them safe on normal roads at normal speeds.

Finally, by all means let us have some articles on trials in AUTOSPORT. Oh yes! I could build a trials special for £150, I happen to be in the motor trade, but lots of others aren't, and starting from scratch without any trade facilities and having to buy every nut, bolt, washer and screw soon amounts to an alarming figure: just try working it out.

READING, BERKS.

R. SIMPSON.

"Miniature Monte"

WITH the rationing of petrol in France, it looks as if the "Monte" is threatened for next January. If it is, we shall have to stage our own, as per the attached picture: Cars, Meccano Dinky Toys; Mountains, stones from my rockery; Snow, salt; Fence, matchsticks.

A. HOLLISTER.

SWANAGE, DORSET.



HOME-MADE "MONTE" referred to in A. Hollister's letter.

Ambition of Youth

I AM enclosing a copy of a composition written by my 10-year-old son, during a recent school test. It may be that this composition would be of some interest to readers of AUTOSPORT. Particularly amusing to myself, and other motor sport enthusiasts, is the fact that the Headmaster has refrained from attempting to correct Weber! Thank you for many happy hours of reading—good luck to your efforts in 1957.

My Ambition

My ambition is to become an apprentice motor engineer and then become a motor racing driver. I hope to fulfil my ambition as several of my relatives are motor racing drivers and I like the sport very much.

My father is re-building a 1929 Riley Nine racing car and is going to drive it in the Vintage events at Silverstone and other motor racing circuits.

When I am old enough I hope to drive for Aston Martin's sports car team and B.R.M.'s racing team (B.R.M. being short for British Racing Motors).

My favourite motor racing driver is Reg Parnell who has driven for these teams, and he is going to retire soon and become Aston Martin's Team Manager. One of his motor cars is the Italian Ferrari. I have sat in this particular car. This car has four Weber (Webber—Geoffrey's spelling) carburettors and six cylinders.

A motor racing driver must know about engines and that is why I want to be an apprentice motor engineer first.

BASILDON, ESSEX.

KENNETH MELLOR.

Club Racing

I AGREE with Arthur Mallock's statement that it is most unfair to include the Lotus Eleven Sports in the 1,172 c.c. formula. Although on the face of it, there are apparently overwhelming advantages, how is it that none of the models constructed have so far wiped the board in this class? I should also like to point out that amateur constructor Mr. Bradley, with his Lola, a one-off, does not seem to be at a grave disadvantage with these scientifically designed vehicles. There appears to be some mistake over the weight of the Sports model, however, which has no doubt misled Mr. Mallock, and I presume the Le Mans model weight has been confused with the Sports model, or the weighbridge John Bolster used was not reset to account for the amount of water about.

Regarding the claim for racing at 30s. per week, I shall be interested to see how this figure is arrived at, and how many weeks the 30s. is put down before an afternoon's trouble-free sport can be enjoyed, and the car passed by the scrutineer. Mike Macdowel should fit the bill on climbing the ladder; I believe he started with the ex-Lones Tiger Kitten 500, then by means of good driving and mechanical ability, progressed one rung at a time to International meetings with success. I could also mention Colin Chapman and others who started without the £600 car.

J. W. WHITEHOUSE.

HOCKLEY HEATH, WARWICKSHIRE.

More Correspondence and Book Reviews on page 784

The Editor is not bound to be in agreement with opinions expressed by readers.

* The original letters from which these extracts were taken are open to inspection.

IVOR BUEB—

"Having now done a large mileage on the 'Road Speed' tyres, I can only say that your Research Department have excelled themselves and that in my opinion the tyres are second to none for road-holding, silent running and wearing properties; and in wet weather they can only be described as fantastic."



MIKE HAWTHORN—

"I have now covered a very considerable mileage on the 'Road Speed' tyres, mostly by way of long trips against time, and the way they have stood up to the necessarily harsh treatment under all conditions of road surface and weather has been most impressive. I am particularly satisfied by the magnificent road holding which enables me to take full advantage of the handling properties of my car. I must say your Research Department deserve full marks for this hard wearing confidence inspiring tyre; many thanks for recommending me to try them."



RAYMOND MAYS—

"Originally I drove the car round Goodwood as fast as it would go, and I was most impressed with the general road holding on the straight, but particularly with the cornering capabilities and the general grip under all conditions. Furthermore, the tyres are extremely quiet when cornering hard. On the Continent I was able to cruise the car continuously, where the roads were safe, at around 85 m.p.h. Under all conditions I was very impressed with the behaviour of the tyres, and these views apply to wet road conditions as well."

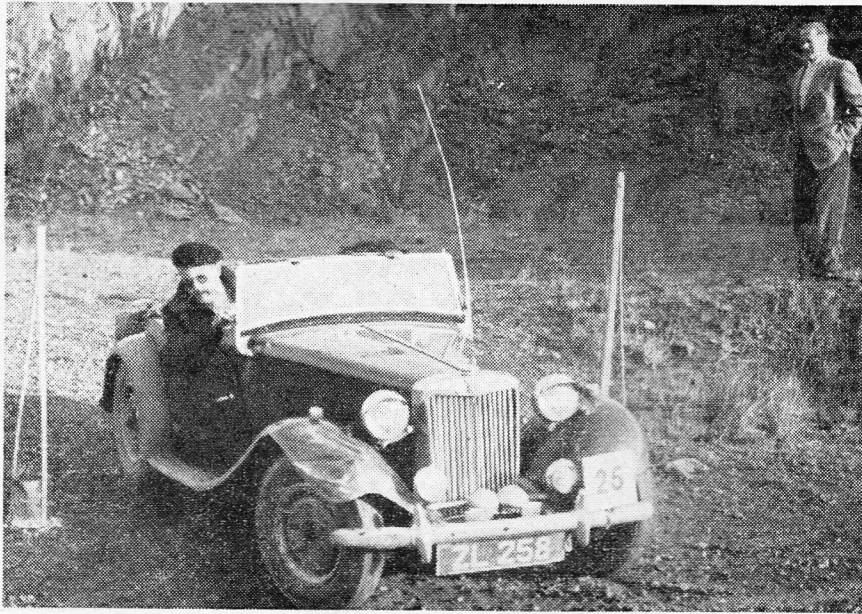


**TOP MEN IN
SPEED SAY THIS
NEW TYRE IS A WINNER...**

DUNLOP
"Road Speed"



*for CONTROLLED speed—
on the wheels and at the wheel!*



The Cork "20 Hours"

Munster M.C. Long-Range Navigation Event
Brings Eire Rallying to its Pre-Rationing Close

THE Munster Motor Club's Cork 20-hour Navigation Rally has been variously described as "Savage Score", "Navigators' Nightmare", or, about the toughest navigation event imaginable. One thing is quite clear, this is THE event that every budding Southern navigator would give his eye-teeth to win. Up to this year, nobody had ever succeeded in turning in a clean road sheet. This time Jack Scott, navigating his own DKW, has achieved that singular success. This year 40 crews tried their skill and their luck (both are needed), and Jack Scott alone outfoxed the route planners, but Paddy Hopkirk, driving a Volkswagen, showed his prowess as a test driver by pulling back 39 marks, having lost 30 on the road. This gave Paddy not only the Premier Award but full Hewison Championship marks for his third successive trial and an outstanding 100 per cent. in that competition so far this season.

This time the rally varied slightly from former years, particularly on two points: firstly, neither the Dublin nor Cork starters had any tough navigation to contend with until after the two contingents joined forces around 7 p.m. at a Kilkenny City control. Secondly, the organizers played fair: that is, they kept the event routed on roads shown on the prescribed $\frac{1}{2}$ in. ordnance survey maps. They used neither their native cunning nor local knowledge to lure unfortunates up unmapped by-ways as happens so often in our tougher Irish rallies. Indeed, around midnight in last year's "Cork 20", many crews were to be found careering around a farmyard high in the Knockmealdown

Mountains and wondering if they would ever see civilization again!

With the shadow of coming petrol restrictions looming large, and with rumours that many country garages were a mite fussy about doling out petrol to strangers, the entry of 40 which started in about equal proportions from the Dublin and Cork controls was good. These optimists faced the prospect of nearly 600 miles of motoring, not knowing where all the essential "juice" was to come from.

Nobody expected navigational fireworks before the Kilkenny control, and with one notable exception, there were none. The exception: Paddy Hopkirk and John Garvey, relaxing so as to be fit for the tougher things of the night ahead completely forgot to visit a check point

SCARRED by a night-time encounter with the scenery, Sean Healy takes the borrowed TD through the quarry test over Doon. This was the sole open car in the event.

just before the Kilkenny control. When they discovered their omission they had just 20 minutes to retrace their steps and still clock in on time at the control. There was one snag, the round trip was 20 miles, too. They did it in 23 minutes, thereby dropping 30 marks. BUT we gather that the tales of a careering Volkswagen in the by-ways of Co. Kilkenny bid fair to rival those stories of that well-known ghost of another age—the Headless Coachman!

This Cork 20 may have stayed strictly on the map, but from Kilkenny the organizers led the field down into the intricacies of south Co. Wexford. This is the part of Ireland where if one asks the way, the natives describe *some* of the route and then advise one to inquire from another native for a further instalment, such is the maze of minor roads and complex junctions in the area. Night-time was added to this and a misguided onlooker, whose idea of fun was to park his car in such a position that it hid a check point number painted on a bridge, so that many competitors did not see it. Another local spoilsport saw fit to obliterate a number with mud and this, too, confounded many. One can readily understand how crews began piling up penalty marks in hundreds. However, the select few, always quite sure that they had reached the precise spot, found the hidden numbers.

For the others, missing checks and controls is all part of the game in a Cork 20. The regs. allow such omissions and there is always the hope that the other fellow will also drop a few navigational clangers before the race is run, so everyone keeps on pressing on. Somewhere along the way the usually irrepressible Raymond Noble from Clones got so hopelessly lost that he headed for home. Then Heber MacMahon went straight on at a T-junction and did his Volkswagen sufficient no-good to have to retire. A little later, Joe O'Mahony, who has three previous wins in this event to his credit, rolled his Volkswagen over. It somersaulted three times and landed right way up so Joe decided to press on



STILL a rarity in competitions is the new Hillman Minx, and John Peile brought his down from Belfast to take part. Here he stirs up the gravel in the Castletownroche test.

but the VW thought otherwise and Joe retired shortly afterwards.

Crews got a 20-minute break in the small hours of the morning at Clonmel and all the petrol they asked for from Bill King (President of the Tipperary Club). Already there were many long faces and only three cars had not dropped marks since leaving Kilkenny: Paddy Hopkirk's, Kevin Sherry's and Jack Scott's. This meant that now there were only two clean sheets left, Scott's and Sherry's. On then into the Knockmealdown Mountains and as the first streaks of a November dawn began to light the sky, navigators went haywire again in the Ballyduff-Talloe area of Co. Waterford.

Marks were again dropped in hundreds, Kevin Sherry collected 100 for being 10 minutes late at one control, so that at breakfast time in Cork, Jack Scott's was the only clean sheet left. The Hopkirk/Garvey team had got through the worst without addition to the 30 marks collected before Kilkenny so their feelings could be imagined. Sean Healy, driving a borrowed TD (he pranged his own car on the way to the start at Cork) and navigated by Bryan Geary, had only dropped 30. Jimmy Millard and Dudley Reynolds in a Fiat 600 had dropped 90, the rest had scores that read like nightmarish bank overdrafts. One crew had lost 6,610, several others well over 5,000 and the event was only half run.

Between breakfast and Bruree in Co. Limerick, averages were dropped down to around 20 m.p.h. because the organizers were only too well aware of the transport likely to be encountered by the "racers" on narrow Irish country roads, all going to and from church services. Two of the rally's six tests were held during this "slow" period and Paddy Hopkirk, driving at the top of his form, started pulling back some of those 30 marks lost on the road. Paddy won the first four tests handsomely, being over a second faster than Kevin Sherry who was second in each case. He was averaging over 6 secs. per test better than "Monte" Montgomery driving Jack Scott's DKW. Montgomery's was a heartbreaking task, because the f.w.d. DKW was no match for a Volkswagen on the type of surface found in the sites where Cork organizers dream up driving tests.

After Test 4 near Bruree and at a time when the churchgoers would be home enjoying lunch, average speeds were upped again to 30 m.p.h. and another spot of interesting navigation—or disguised road racing—took place as crews strove to make a 38-mile loop from Bruree to Lough Gur in time. (Normally one does eight miles to get from Bruree to Lough Gur.) However, none of the rally leaders dropped marks and at Test 5 Jimmy Millard foxed the whole field by sliding his little Fiat around a pylon to save valuable seconds while the rest did some fancy up-to-and-back-from-the-ylon manoeuvring. Jimmy won the test, but again Kevin Sherry was second best.

Limerick Club found the Silvermines area of north Co. Tipperary for their Circuit of Munster this year and Racing Club followed their lead by going there with The Irish Rally. Munster Club, not to be outdone, lead the Cork 20 to

(Continued overleaf)



PENN PORTRAITS *of Northern Personalities*

No. 2. Mervyn Kearon

BORN in 1907 in Arklow, Eire, Mervyn Kearon retains all the kindly attributes and, barring the Irish love of "good cheer", none of the failings, of those born in the Emerald Isle.

His motor sporting career began as early as 1932, when, specializing in M.G. cars, he was a constant competitor in pre-war trials. M.G.s were also used for racing at Southport, Redcar and other sand meetings, which in those days drew all the big names.

After the war, like a great many others, his first purchase was a Bugatti type 37A. This was used for local sprints and hill-climbs in the years 1947-48.

The Bugatti was disposed of as soon as the Cooper Car Co. was formed and, owning the first Mark I to be delivered to the North Country, Mervyn has remained faithful to the make, learning the hard way by trial and error. He has owned each and all of the series, which have in turn been engined by Norton, Triumph and both single and twin J.A.P.s.

As an amateur, he has competed at Aintree, Brough, Oulton Park, Ostend, Prescott and Silverstone amongst others, with a decided preference for the latter. Although never a headline seeker, Mervyn Kearon, with a true imbued love of racing, has had his share of wins and B.T.D.s.

Replying to a question about incidents, he stated, "Both the funniest and the most disappointing, occurred together. The scene was Silverstone in 1952 and the event the 500 c.c. race immediately before the Grand Prix. For the first time in my life, I was up with the leaders going into Becketts. With a song in my heart, I changed down to third really prepared to have a go. Unfortunately I selected second. Then things moved rapidly in more ways than one; first the father and mother of a

spin, then a violent bump in the rear, after which I found myself motoring rapidly in quite the wrong direction. This to the amazement and consternation of the back markers, who were passing me on both sides. Needless to say, I finished the race in my usual position, *i.e.*, not in the first six!"

Mervyn Kearon is married with two children, and is Managing Director of a large firm of commercial vehicle distributors. His wife, Nancy, is a very keen and rapid driver, and has on occasion threatened to enter competitive motoring.

Hobbies included shooting and golf, though these are now curtailed, because some months ago Mervyn was forced to retire from active participation in sport and motor racing due to a serious illness.

When this occurred, he immediately joined forces with the Hon. Edward Greenall to form Ecurie Arklow. The team's cars were Coopers, both single and twin, and a Lotus-Climax Mk. XI. These were raced at sprints, hill-climbs and circuits throughout the country, and the drivers included Les Leston. For 1957, Ecurie Arklow are contemplating the purchase of larger capacity sports-racing cars, with the idea of embracing a full Continental season.

For personal transport, Mervyn likes a Borgward (seen above) but uses Austin, Jaguar and Standard as well. His suggestion for improving the sport is to have more and better production car racing, without the inclusion of thinly disguised racing machinery, and his ambition is to run an efficient team for the sheer joy of it. He insisted on thanking AUTOSPORT for its invaluable information.

In parenthesis, Mervyn and Nancy are hosts at the Swan Inn, Wood Street, Liverpool, where may be found all racing personnel from Grand Prix drivers to novices, both before and after all local meetings—call and see them!

FRANCIS PENN.

Club News

By **STUART SEAGER**

TRIALS are obviously going to be the "coming thing" in motoring sport, during the petrol shortage, for there are few other full-scale sporting activities that use so little fuel. This trend seems likely to coincide with an increase in the following for "fully sporting" trials, that has already manifested itself in an appreciable increase in entries for the events so far this season that qualify for the R.A.C. Trials Championship.

However, trials are still a minority interest, and it was some remarks of ours a few weeks ago on this point, that brought an almost violent reaction from some well-known protagonists of this branch of the sport. There is a misunderstanding cause, they feel, and too many people believe that trials are not for them, perhaps because the necessary "special" seems an extravagance. This is not so, they aver, and invited us to discuss the subject with them in order to be able to present the true picture and thereby draw more followers to a once-universal pastime in this country. The meeting was a fruitful one, and we plan to write more about it in a forthcoming issue.

THE KENTISH BORDER TRIAL

THE Kentish Border C.C. Sporting Trial, which was postponed from 2nd December, is now to be held on 23rd December, starting at 10.30 a.m. from the Bull Hotel, Birchwood, Kent. It is still a qualifying event for the R.A.C. Trials Championship and is one of the first competition events to be held under an R.A.C. permit following the establishment of petrol rationing.

BRISTOL M.C. & L.C.C.

ACLOSED navigation trial of only about 30 miles is to be held on 5th January by the Bristol M.C. & L.C.C. under the name of the Poole Trophy Trial. Details may be obtained from R. A. Wood, 22 Monkton Road, Hanham, Bristol. Tickets for the club's annual dinner-dance, due to be held at the Grand Spa Hotel, Bristol, on 18th January, may be obtained from G. D. Hodgson, 2 Wimbledon Road, Bristol 6. Incidentally,

as from 1st January, the headquarters of the club will be at the Swan Hotel, Stokes Croft, Bristol, where a film show is to be held on 15th January.

NORTH LONDON E.C.C.

THIS Sunday (16th), the North London Enthusiasts' C.C. will be holding their Christmas Lunch, A.G.M., a film show and a dance—all on the one day at the East Herts County Club, Hendon. Late entries should notify G. Bance, Flat 1, 11 Bath Road, Reading, Berks. The full-scale annual dinner-dance is to take place at the Hendon Hall Hotel on 4th January, tickets being obtainable from Mrs. Mary Coleman, 70 Alverston Avenue, East Barnet, Herts.

S.O.D.C. SECRETARY

THE Sporting Owner Drivers Club announce that the hon. sec. of the club is now D. Wilson-Spratt, c/o Delta Garages, Ltd., 31 Hockliffe Street, Leighton Buzzard, Beds.

MUSIC FOR YOU

AT this time of year, when nearly every motoring club in the country is on the point of arranging its annual dinner and/or dance, club secretaries may be wondering where they can find a band to supply the music for the function. If this is so, Michael Warner, a member of the B.A.R.C.'s Goodwood timekeeping staff, may be able to help. In conjunction with Jimmy Miller, who used to lead the famous R.A.F. "Squadronaires" dance orchestra, he can arrange a band for any kind of social gathering, and of any size from a three-piece outfit to a symphony orchestra 50-strong. The address to write to: Michael Warner, 47 King's Court North, London, S.W.3, 'phone: FLAXman 9011.

A REMOVABLE PAINT

OWNERS of private cars who take part in competitions are loth to paint on the large numbers usually demanded in the regulations, owing to the difficulty of removing them.

Donald Macpherson & Co., Ltd., have prepared a special quick-drying paint for this purpose. Named "Foochow", it is supplied in black or white, and is easily removed with petrol without damaging existing paintwork. Clubs can be supplied with this paint in quarter-gallon cans, at 40s. per gallon, on application to the concern at Cock Chimney Works, Mitcham, Surrey. Private and trade enquiries will also be dealt with.

Cork 20-Hour Rally—continued

the very same set of roads, and we had exactly the same test as used in the Circuit of Munster laid on in the same quarry over Doon. The test involved starting on a loose uphill surface and put paid to any hopes the Scott/Montgomery team had of holding on to their now slender (1 sec.) lead in the DKW over Hopkirk's Volkswagen. Hopkirk very nearly took a pylon in the bygoing, but "very nearly" costs no penalty marks and he did the test 9 secs. faster than Montgomery and that was that. Kevin Sherry had the satisfaction of winning this one, but only by .8 sec. from Jimmy Millard, whose time of 30.8 was equal to the best time set up at the same test in the Circuit of Munster by the irrepressible Mr. Hopkirk, who had been driving a Dellow on that occasion.

Competitors found the journey from Doon to the final control at Cahir a desperate race against time. Bill Hennesy had something vital break in the back end of his DKW, but despite shedding a wheel at speed he came to no harm. Forty crews started, 15 fell by the wayside, and one got through without loss of road marks to establish a precedent (the redoubtable Jack Scott/Monte Montgomery partnership). To Paddy Hopkirk went another hatful of Hewison points and to the Munster Club organizers went the congratulations of all the crews. Funny creatures, competitors. They get all steamed up about a tough rally, wear themselves and their cars to a frazzle for 20 hours, but then give them a meal and a few "revivers" and they begin talking about the next version of this exceedingly wearying and tough event.

J. O'DONOGHUE.

Results

Navizational (Dunlop Cup): 1, J. Scott (DKW), 0 marks lost; 2, J. A. Garvey (Volkswagen), 30; 3, F. B. Geary (M.G.), 30; 4, D. C. Reynolds (Fiat), 90.

General Awards (Conway Cup): 1, P. Hopkirk (Volkswagen), 181.8; 2, R. C. Montgomery (DKW), 191; 3, S. J. Healy (M.G.), 220.2; 4, J. Millard (Fiat), 254.6.

Best in driving tests: P. Hopkirk, 151.8. **Team Award:** P. Hopkirk, S. Logan, C. Vard (Volkswagen), 2,984 marks lost.

GLOSSOP & D.C.C.

Four Counties Rally, 10th-11th November

Best Performance: C. Bethall/M. McGrory (Vauxhall). **Best in opposite class:** Mrs. A. Woolley/S. Woolley (Austin A50). **Novice Award:** R. Winterbottom/R. Martin (Bedford). **Ladies' Award:** Mrs. A. Woolley; Mrs. M. Bannatine.

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USED CARS FOR SALE

A.C.

A.C. GREYHOUND 2/4-seater drophead coupé, 1936 model, one owner till 1956. Maintained in first-class condition, 62,000 miles only, original handbook, full history. Virtually the same engine as in current production. Similar coachwork to Triumph roadster. £118.—Cresscars, Ltd., 156 High Road, Finchley, N.2. TUDor 9272. (Two mins. East Finchley Station.)

ALLARD

FACTORY-SERVICED used ALLARD cars are your wisest buy. Always a good selection at competitive prices.—VAN 2333, 51 Upper Richmond Road, S.W.15 (see also New Fords).

ASTON MARTIN

1951 DB2, 2.9-litre engine, new clutch, brakes, shock absorbers, body and interior in excellent condition. £1,200 or near offer.—Box 2310.

£225 ASTON MARTIN short-chassis 2/4-seater, 1933, excellent condition, positive bargain.—Brown, 126 Marsden Road, Burnley. Tel. 4336 (evenings).

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BENTLEY 3-litre 4-seater sports tourer. Basically circa 1927. Rebuilt and reconditioned regardless of cost 1952, in such a manner as to retain all its original vintage characteristics, yet making some concession to creature comfort and more modern body styling, first-class performance. Immaculate in grey, silk mohair hood, tonneau, etc., virtually new tyres and battery. £188.—Cresscars, Ltd., 156 High Road, Finchley, N.2. TUDor 9272. (Two mins. East Finchley Station.)

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COOPER-M.G., 1,500 c.c., fully road equipped. Offers.—66 Pettis Lane, Romford. Phone 4976.

DELLOW

1951 DELLOW, Brough head, good condition, £315 o.n.o.—Harris, The Chandos Cinema, Buckingham 3171.

FIAT

FIAT 1,100, 1938 saloon, two-tone, radio, clean. £140.—4 Bristol Gardens, Brighton. Phone: 29967.

FORD

FORD 8, late type engine, £25 o.n.o. Wife's ultimatum forces sale.—West Kingsdown 359.

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M.G. TC, 1946, another genuine bargain, good all round, black and red, £265.—Underwood, 28 Queensberry Road, Kettering. Phone 3351.

M.G. SPARES.—Most parts in stock for all models 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, road springs, wheels, hubs, vertical drive assemblies, prompt postal service c.o.d., and guaranteed workmanship in all our repairs.—A. E. Witham, Queen's Garage, Queen's Road, Wimbledon, S.W.19. LIBerty 3083.

1955 1,500 c.c. TF, one owner, immaculate condition, 12,000 miles, screen washers, heater, etc. £575.—Bolton of Leeds, Ltd., Harrison Street, Briggate, Leeds, 1. Tel.: 20114.

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MORGAN PLUS 4 and 4/4 Official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161 Gt. Portland Street, W.1. LAngham 7733.

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RACING CARS

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TOLWORTH MOTORS, LTD.,
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ELMbridge 2254.

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1956 LOTUS-CLIMAX 1100, Mk. 11, full Le Mans model, perfect condition and in racing trim. Well known and successful car, £1,200.—Below.

1956 LOTUS-CLIMAX 1500, Mk. 11, full Le Mans model. Whole car as new and ready to race. One of the fastest of this Formula. £1,400.—Below.

1954 ARNOTT F3 car, used only one season and fitted with 499 c.c. Norton s/c. engine that has just been overhauled. Complete and ready to race. £215, less engine £150.—Below.

1954 J.B.S., de Dion rear axle, very light car. £125. Continued on next page.

(Continued overleaf)

SPECIAL CLASSIFIED ANNOUNCEMENT

1956 Christmas Issues

Classified advertisement copy for the issue of **December 21st** must reach this office by **MONDAY A.M. DECEMBER 17th.**

For **December 28th** issue Classified copy must reach this office by **THURSDAY A.M. DECEMBER 20th.**

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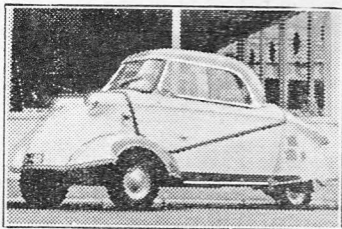
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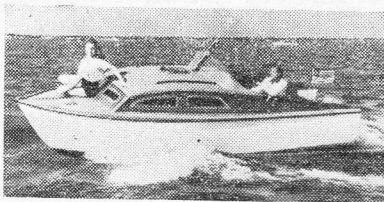
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Classified Advertisements—continued

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BUCKLER streamlined Mk. V 2-seater, red. Speed with economy. 1955. £315.

HEALEY 2.4-litre, 100 m.p.h. sports Duncan 2-seater. B.R.G. Many extras. 1948. £315.

DELLOW 1,172 c.c. sports 2-seater, red/beige cockpit, overhauled. 1951. £345.

SINGER 4 A.B. (S.M. 1500) roadster. Stone-grey. One owner. 1953. £365.

ALTA 2-litre Competition 2-seater, blue. Exhilarating performance. £375.

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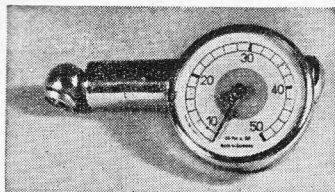
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1937 Aston Martin 2-litre saloon	£195
1954 Austin A49 saloon, black	£425
1953 Austin A30 saloon, beige	£375
1954 Austin-Healey 100, 4-speed box	£625
1937 Bentley 4½-litre D/H. foursome, black	£395
1937 Delage D6/70 D/H. coupé, maroon	£195
1950 Dellow 1172 2-seater, Mk. II, green	£295
1949 Humber Super Snipe, grey	£195
1953 Jaguar XK 120, Webers/Weslake	£1,395
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1949 Riley 2½-litre saloon, green	£345
1955 TR2, one owner, heater, radio, etc.	£645
1955 TR2. Choice of another six.	

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Correspondence—continued**The Lotus Eleven Sports**

IN John Bolster's very interesting report on the Eleven Sports Lotus, he quotes the weight as 7½ cwt. and then says later "of course, this car is eligible for 1,172 Formula events".

This, of course, is not so, since one of the rules of the Formula is that the complete car must not weigh less than eight cwt.

SYLVIA LAVERTON.

BRANTHAM PLACE, ESSEX.

F2—Watch America

WITH reference to the recent article "Prospects for Formula 2" in AUTOSPORT, in your line-up of the possible contenders, you completely omitted the American challenge. To judge from a recent article in a U.S. auto magazine this challenge will be something to be reckoned with. Here are some quotes from the article:

"For the first time in more than two decades, an American racing team is going to challenge the Europeans on their own terms. Formula 2, which comes into being on 1st January, 1957, is for unsupercharged cars of 1,500 c.c. capacity. An American racing engine already exists for this formula—the Offenhauser midjet engine.

The present Offenhauser power plant lacks the tremendous power outputs which the new European 1,500 c.c. engines turn out, but the American engine has tremendous low end torque and, by careful selection of circuits, the American car will be more than able to hold its own.

A current Offy engine will be rear-mounted in a very light tubular chassis. The first cars produced will utilize a British-built Cooper Formula 2 chassis.

The Cooper chassis was chosen because its design principle has proved successful in Cooper 500 c.c. (Formula 3) cars and in Cooper-Climax sports cars.

Racing will begin with the very first Formula 2 race of the European season—at Syracuse. This circuit is perfectly suited to the Offy's torque characteristics."

The article then goes on to name possible drivers, among those mentioned being Schell as possible team leader, together with Shelby, Phil Hill, Bob Said, John Fitch and Masten

Gregory. Incidentally, the feature was headed by a photograph of the Offenhauser engine, superimposed on a large cutaway drawing of the Cooper F3 car, by AUTOSPORT'S Theo Page.

So by the looks of things Formula 2 racing won't fade out due to lack of suitable contestants!

T. F. WRIGHT.

BEXLEYHEATH, KENT.

[All praise to U.S.A. but one believes that considerable development work will be necessary on the speedway-type "Offy" to make it suitable for 100 octane fuel.—ED.]

BOOK REVIEWS

Title: Riley Maintenance Manual.

Author: Sydney V. Haddleton.

Size: 5½ ins. x 8½ ins.; 390 pp. Numerous illustrations.

Publishers: G. T. Foulis and Co., Ltd., 7 Milford Lane, Strand, London, W.C.2.

Price: 35s. net.

EVERYTHING one could possibly wish to know about the tuning and maintenance of the marque Riley, from 1930 up to the present Pathfinder; that is what Syd Haddleton set out to do, and has done successfully. It is not a workshop manual, but is written as a guide to owners, and would be extremely useful to the normal garage mechanic who may not have specialized in Riley service. The illustrations are particularly well chosen, which is not always the case in maintenance manuals. Assuredly a must for members of the Clan Riley.

G.

THE GUINNESS BOOK OF RECORDS

JUST published, the *Guinness Book of Records* is remarkable value at 9s. 6d. First issued in October, 1955, 140,000 copies were sold. The latest edition comprises 272 pages, 126 half-tone illustrations and several line drawings. It contains information of practically everything which can be categorized as "record-breaking".

Classified Advertisements—continued**SPARES & ACCESSORIES—continued**

AQUAPLANE twin-carb manifold, 1½ ins. SUs, and four-branch exhaust manifold, Servais silencer, for Ford 100E. Only two months old. £20.—Silverthorn 6376 (evenings).

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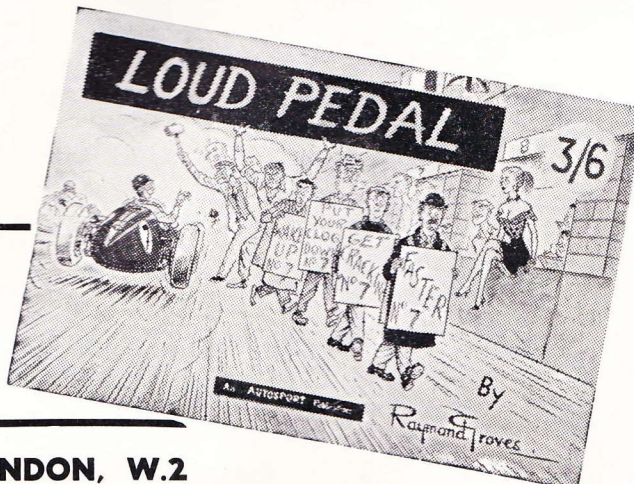
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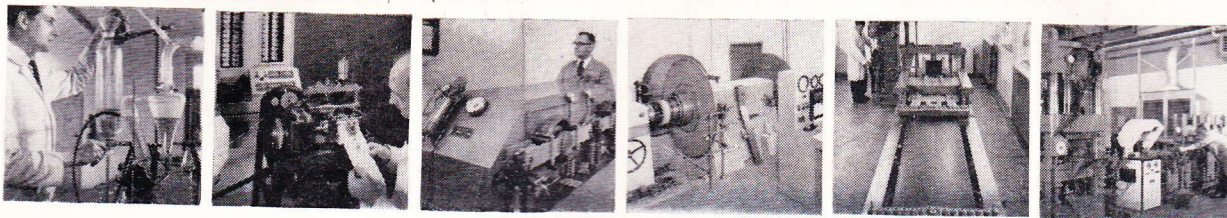
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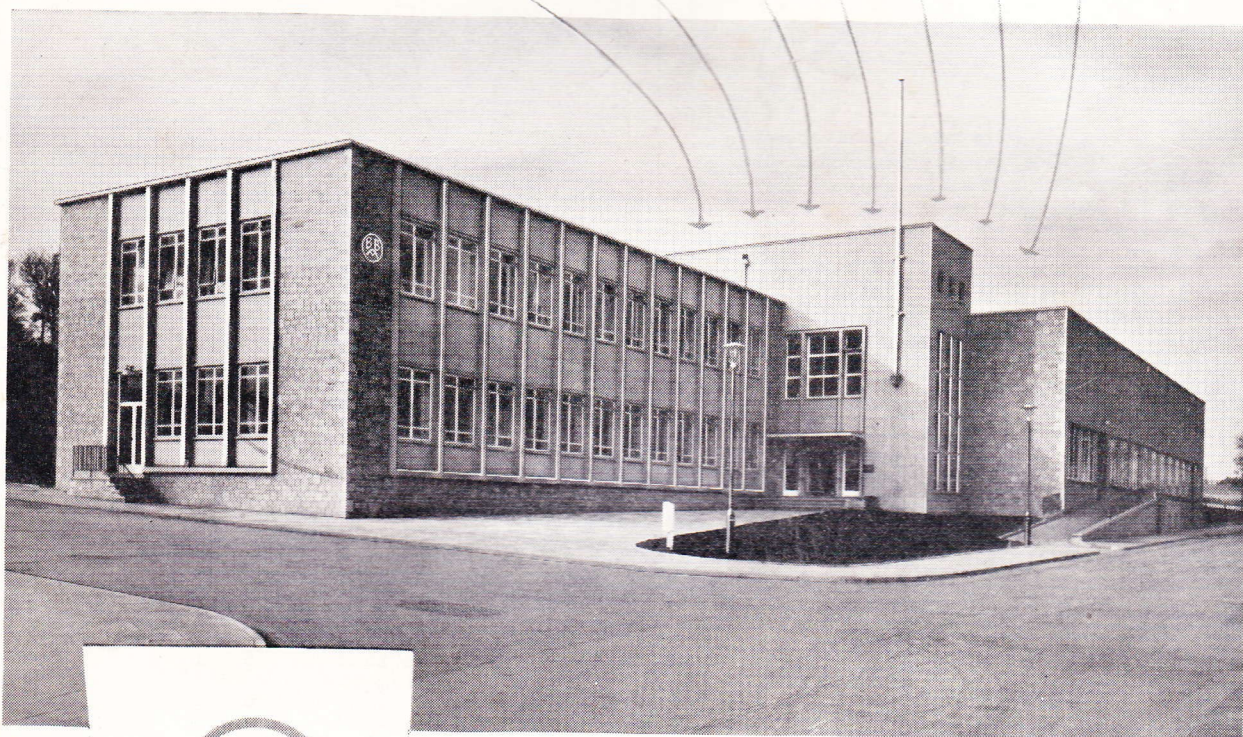
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